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BIRTHS.

On September 26, at Shanghai, the wife of H. VAN DER VEEN, of a son.
On September 28, at Shanghai, the wife of H. L. NORCOK, of a son.

MARRIAGES.

On September 10, at Chelso, EDWARD FERRIS WILLS, M.A., of the London Mission, Tsao Shik near Hankow, to LOUISE, widow of the late Rev. F. J. Shipway formerly of the Baptist Mission, Tsao Ping, Shantung.
On the 25th August, at the Real Basilio da Estrella, at Lisbon, Mademoiselle GERMAINE MARIE DU, of Havre, to JOSE NOLASCO DA SILVA, of Imperial Maritime Customs, China.
On September 25, at Shanghai, MILDRED MAY ACKERMAN, of Canton, Cambridgeshire, to JOHN GEORGE MACFARLANE of Sunderland, County Durham, England.

DEATH.

On September 28, at Shanghai, ROBERT MORGAN to MARY ANN FEE.
On October 2nd, 1906, at "The Chalet," Peak, Captain LIONEL AUBREY WALTER BARNES-LAWRENCE, R.N., fourth son of the late Canon H. F. Barnes-Lawrence, Bridlington, Yorkshire.

The Hongkong Telegraph
MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.
HONGKONG, SATURDAY, OCTOBER 6, 1906.

CHINESE ENDURANCE.

(1st October.)

A few days ago we had occasion to make a few remarks upon the subject of Chinese magnanimity, as exemplified by their spontaneous offers, both in and out of the Colony, of prompt pecuniary assistance for the sufferers by the awful holocaust of the memorable 18th September. The reason for our writing as we did was the reading of so-called "histories" of China and the Chinese, compiled by western globe-trotters, and others of that ilk. But the storm has brought out yet another feature of the Chinese character, which does them credit, and which compares very favourably with that of westerners, suffering under such a dire calamity as some of the Chinese are now suffering from—a calamity which has made of them the poorest of the poor, their

very homes, with all their contents, washed from under them, and, in a multitude of cases, their very clothing ripped off their backs. During the first few days succeeding that evil Tuesday, the sights along the waterfront from the East to West were pitiable in the extreme, and unsurpassable in their utter pathos. Families who had but each other left, with, perhaps, the bread-winner snatched from them, huddled together in their misery, knowing not where to turn for comfort and for warmth in the cold and biting rain, which kept their poor rags constantly saturated, and clinging to their chilled and starving bodies. And here's where the admirable feature of the Chinese character, in the very lowest classes, manifested itself. With all their misery, with all their cold and hunger, with almost everyone mourning the loss of one or other member of their so lately united families, there was no loud outcry; there was no disorderly behaviour; there were no riotous and disgraceful scenes. The victims of the disaster bore their trouble with that patient endurance which, we are told, is God-like, and which might well be emulated by many a western nation under similar conditions and in like circumstances. But more than all this, and most remarkable of all, a condition of affairs which might, not unnaturally, have been expected, and scarcely have excited annoyance or resentment, under such terrible trials as they have had to endure, has been entirely conspicuous by its absence—there has been no begging! All things being equal, could the same story have been told of a Western city under similar circumstances? We opine not. No one could have been surprised if the streets had been literally thronged with beggars, so that an open palm would have been at one's elbow at every turn, and a whining, wheedling voice, imploring *cumshu*, at one's ear. But there has been none of it; and though the warring of the elements which deprived the poor folk of their all—and very little all at that—is now two weeks old, we have not met, in all our investigations and inquiries, a single person who is in a position to say he has been molested or importuned for alms. There may be two causes for this very unusual, but very satisfactory state of things. It may be that the unfortunates have been given to thoroughly understand what the foreigners and their own countrymen are doing for them, and therefore have been exercising this remarkable patience; or it may be that the wealthier classes have taken the matter so well in hand as to, at least for the present, lift the poor victims of that disaster above the necessity for mendicancy. We like to think that both causes contribute to the satisfactory state of affairs in equal degree.

THE LATE CAPTAIN BARNES-LAWRENCE, R.N.

(2nd October.)

And still the tale of the typhoon's victims is not told, for, as will be seen by the announcement in another column, there is yet another victim to be added to the list of those who have lost their lives as a result of that storm's ravages. We speak of the Hon. Captain Barnes-Lawrence, R.N., who, for the past three years has been our respected and highly-esteemed Harbour Master, and then whom, we venture to say, a better or more efficient officer has never filled that onerous position. With all the multifarious business, and the ramifications of his department, visitors and callers found him, at all times, ever the same genial, courteous gentleman, ready to listen to reports, to hear complaints, to attend to suggestions, and to give advice upon all matters pertaining to mercantile marine affairs, whether the giving of such advice came within his province or not. In all such matters he was most approachable, and no one seeking his advice or assistance was ever "sent empty away." As a Harbour Master he lent a ready ear to all suggestions, and considered them and their practicability, being never above accepting a hint, even from the layman and outsider, if it tended to benefit harbour conditions; and many an improvement in the mooring accommodation, the lighting at night, the new piers, are due to his foresight, and thought for the benefit of the mariners frequenting this harbour, as well as of the port itself. It never lost sight of the fact that the port of Hongkong was the first port in point of tonnage in the British Empire, and that he was the Harbour Master of that port, and he recognized that it behooved him to maintain the traditions of the harbour over which he, in a manner of speaking, ruled. And it was in the strenuous exercise of his multifarious duties—some, even, self-imposed duties—that he contracted the illness that proved his undoing, and removed from our midst one of our ablest and most popular officials. His motto appeared ever to be "ask not another to do that which you can do yourself," and so it was that, after that dire and dreadful typhoon of the 18th September, desiring to make up his reports, and gather all the data possible from his own personal observation, and although he was even then in but indifferent health, he made a complete tour of inspection of the harbour proper, viewing the wrecks, making inquiries here and there, and gathering all the facts as they then could be gathered. But, unfortunately, the Colony was not free of typhoons, and Capt. Barnes-Lawrence caught a bad chill, upon which dysentery supervened, and although he stuck to his desk and to his duties, with all the hardihood of a naval-trained officer, he was, at length forced to admit himself beaten, and nine days ago it was announced that the Harbour Master was indisposed, and unable to attend the office for a day or two. And that was the beginning of the end.

Daily inquiries were made at the Harbour Office, and by telephone at his residence, and daily they became, to his friends more disheartening, though no one dreamt of a fatal termination of his illness then, so that when it was announced this afternoon that the Hon. Capt. Barnes-Lawrence had passed quietly away at 1.30 p.m. to-day it came as a great shock, and on all sides expressions of the greatest regret were heard. He was a friend to all, and everyone who knew him, in business or in social life, felt himself at once his friend. As a marine magistrate he appeared to be admirably—aye and more than admirably—fitted for the position, with all its heavy responsibilities, and many a mariner, this day afloat on many seas, has to thank him for the salvation of his position, and the saving of him from doing foolish things, which would have left him to become stranded, a loafer and beach-comber in this Colony, but for the good advice of his friend the Harbour Master. Many a one will remember how, when called upon to try sailors for various breaches of the Mercantile Marine Laws, he would call them into his private office, and there talk to them—not as Magistrate to accused—but as man to man, and only when they persisted in their refusal to return to duty, would he put them on their trial in open Court. Captain Barnes-Lawrence had seen much service before he retired from the navy, having been in the punitive expedition up the Gambia River in 1875; on the Somali Coast, with the naval expedition in the Kafir War throughout the Egyptian Campaign of 1882; his services being also lent to China. His last post, before transfer to Hongkong, was that of Captain of the Port at Gibraltar. A good, true, and honourable gentleman has gone from amongst us, and many will mourn his loss. To his bereaved wife and family the greatest sympathy will be extended in this their hour of sorrow.

EVENING CLASSES.

(3rd October.)

The opening session of the evening continuation classes which have been promoted by the Government—mainly through the efforts of His Excellency the Governor—begins to-night when students will be enrolled at Queen's College. There can be no doubt that these classes are well calculated to assist the youth of the Colony in completing their commercial education and fitting them for the higher positions in the business world. In many families it is necessary that the sons should become bread-winners at as early an age as possible, with the result that the boys are withdrawn from school practically as soon as they have learned the three R's. Obviously, such an education is totally inadequate to carry a youth to the loftier rungs of the business ladder, or to enable him to take advantage of the opportunities of commercial success. He is handicapped at the very threshold of life, and although a very few manage by indomitable perseverance and natural ability to win that honour and reward for which they have struggled, the majority are bound to remain with the rick and rattle of mankind. Having been removed from school before they had begun to appreciate the advantages of a sound education they have no stimulus to induce them to improve themselves mentally, and there is seldom any voice to encourage them on the path of self-help. For these reasons it is highly satisfactory that the Government has seen its way to provide for the wants of those youths who have been unable to finish their education at the day classes. The fees are decidedly reasonable and it depends upon the student himself whether they may not become still more reasonable, for a certain percentage of attendances and a certain assiduity to their studies will secure the return of the greater portion of the fees. The principal benefit offered by the Queen's College classes is tuition by trained and capable masters who have been specially appointed to the position and are not mere amateurs playing with a hobby. Almost every body fancies that he can become a school master no matter how defective and limited his own education, and, as a consequence, we find schools springing up in all quarters of the city with ignorant or incompetent teachers, who have but the vaguest idea how to impart the scanty crumbs of knowledge they have previously acquired. In one case which occurred in Hongkong the teacher kept up appearances by studying one lesson in advance of his pupils. Of course, the students could gain no advantage from the experience of such a teacher; it was simply the old case of the blind leading the blind. But pupils attending Queen's College are assured of capable masters, fitted in every respect to illumine the mental darkness of youth. It is to be hoped therefore that parents and guardians will send their boys to these evening continuation classes so that they may be equipped with the first essentials of the commercial world and also enjoy the recreation of young labour should recognise that it is their duty to impress upon their youthful servants the duty of attending these classes. A word from an employer is frequently of infinitely more importance and regarded as vastly more authoritative than the pleadings of parents. It partakes of the nature of a command which the youth feels compelled to obey. And after the remarks of His Excellency the Governor the other day we trust employers will do everything to advance the welfare of the charges under their control and thereby render the evening classes a success. It will be interesting to learn the result of the applications to attend which are received by the organising secretary, Mr. W. H. Williams, at Queen's College to-night.

A NORTHERN APPRECIATION.

Unstinted praise is awarded Hongkong by the newspapers of our sister colonies for the admirable response made by those who, having escaped the ravages of the recent typhoon, are now subscribing so liberally towards the relief fund. The *Shanghai Times* for example, remarks: "Our warmest admiration is excited by the spirit shown by the Hongkong people, and while deploring the awful destruction of life and property, we cannot help feeling a glow of pride in the occasion, to think that our sister city has shown herself so great and noble in the face of disaster. Of the magnificent manner in which the Chinese behaved in the emergency we have already written at considerable length." The writer proceeds to quote the *Hongkong Telegraph* and concludes: "Truly a spirit of emulation in good work seemed to pervade all classes of the community, and the record of the Colony on this most fateful occasion is one which ought to be inscribed in letters of gold." While it does not become those who belong to Hongkong to sound panegyrics on the benevolence of the community, there can be no question that the Colony has risen to the occasion and opened its heart to the sufferers. There are hundreds of women and children who have lost their breadwinners and their all, but we may be certain they will be provided for by the generosity of their fellow-citizens. It is frequently asserted that the Chinese are callous in the extreme, that they regard the miseries of others with equanimity, and that they are seldom open to the calls of humanity. But who can aver that who has lived in British colonies where the Chinese form the greater proportion of the population? Time and again in Hongkong the wealthier section of the Chinese have come to the rescue of their poorer compatriots and have shown in the most signal fashion their regard for human suffering. It was the Chinese who spontaneously came forward and through the *Hongkong Telegraph* notified that they were prepared to contribute substantially to any fund which might be inaugurated by His Excellency the Governor for the benefit of the unfortunate victims of the typhoon. The fund was started and the sympathetic heart of the Chinese is evidenced by a glance at the subscription lists. But this is not the first occasion by any means when the native element has by its deeds confuted the oft-repeated allegation that it was without the bowels of compassion. The *Shanghai Times* has rightly characterised the behaviour of the Chinese residents of Hongkong by the term "magnificent," and those who understand the native community will support the statement. A tribute is also given to the inspiring influence of Sir Matthew Nathan in obtaining aid to relieve the distressed, but as good wine needs no bush so the action of His Excellency needs no praise. It is gratifying, however, to read that the enthusiastic response of the people of Hongkong to the Governor's appeal for help is also appreciated in the Northern Settlement.

NEW PERIL FOR HONGKONG.

(4th October.)

As will be observed from a telegram which we publish to-day from our own correspondent in Shanghai, and apparently it is in the nature of a virulent attack, for fifty Chinese residents have succumbed within the week to the disease. In view of the proximity of Shanghai to Hongkong it behoves the local authorities to adopt immediate measures to prevent an invasion of this Colony by the dreaded scourge. Every day vessels are arriving here from the Northern Settlement bringing large numbers of Chinese coolies who may possibly be infected with the disease; and no one desires to see Hongkong, which has passed through so many vicissitudes during the past year, suffering from an epidemic brought by nomadic natives from the North. It should be possible for the authorities to devise plans whereby cholera may be shut out and kept out of the port. It is true it is undesirable to interfere with the great traffic which exists between the kindred ports, but steps must be taken to guard the people of Hongkong against an influx of cholera-stricken patients from Shanghai. We all sympathise with the Northern Settlement in the new affliction which has befallen her, and we are quite certain that no stone will be left unturned to stamp out the disease and bring the Municipality once more into a state of health. Meanwhile, however, it is the duty of the medical and sanitary authorities here to be up and doing so that we may be free from a fresh pest. Hongkong is only a little over two days' journey from Shanghai, and if there is the slightest delay in taking action we may be flooded with cholera germs which will take months to eradicate. There is therefore not a moment to be lost and the Government will fail in its duty if it hesitates to act with the utmost promptitude.

HONGKONG-SHANGHAI MATCH.

Never was the glorious uncertainty of cricket more aptly illustrated than it was yesterday in the Hongkong-Shanghai match which opened at Shanghai. While local cricketers were not inclined to admit that the local team was the best that could be sent north they took heart from the appreciation expressed by Shanghai's supporters regarding the strength of their own representatives. Everything seemed to point to the fact that Hongkong's chances to bring back the "ashes" were of the most rosy hue, and the first telegrams received in Hongkong yesterday seemed to confirm that view.

Shanghai was sent to the wickets and made a poor exhibition until the tail end of the team appeared, when what can only be described as a magnificent exhibition of fighting against difficulties was provided. But, after all, a score of 130 runs was a paltry figure to be reached by a team representative of the cricket talent of the Northern Settlement. It was confidently expected that Hongkong would gain a substantial lead on the first innings and thereby increase its possibilities of success on the game. But within an hour of receiving the telegram that Shanghai had been sent out for 130 we received another telegram which was absolutely amazing. Hongkong, whose prospects were "bright and rosy," had tumbled to the wickets and was out for 46 runs. It seems almost ridiculous; at least, it must have been a melancholy procession of batsmen from, and to the pavilion, when eight wickets were taken for 10 runs and the Shanghai bowler did the hat-trick. Possibly, the visitors lost their nerve, but they hardly justified the hopes of their club-mates. The unfortunate part is that Shanghai will have played to-day with the confidence begotten of success; while Hongkong may lose heart and make a present of the game to their rivals. When the *Hongkong Telegraph* appeared last night with a full report of the scores people wondered, as well they might, whether they were the victims of a hoax—the result seemed so preposterous; but they managed to regain that philosophical view which is characteristic of the Colony, and could only hope for the best. That best, we fear, is not likely to be very great, but if the Hongkong men in face of misfortune should manage to turn the tables on their opponents they could reckon on a reception from the sporting section of the community that would be tumultuous and memorable. Meanwhile we can only hope for a miracle. While regretting the Hongkong team's ill luck now, none will grudge the dashing representatives of the Northern Settlement the fruits of their capable play. Probably that is one of the best features of sport, for it causes the true sportsman to forget to be jealous in presence of a rival's success.

THE BANEFUL EFFECTS OF UNWHOLESOME RICE.

Of the many diseases which afflict humanity in the Far East one of the most baffling is that known as beri-beri, which usually carries off large numbers of the native population. Persistent efforts have been made by the specialists in tropical medicine to discover the origin of the disease and to isolate the bacillus, but up to the present the subject is still matter for speculation, although certain results have been obtained which promise to lead to valuable conclusions. The bacillus has been found, it is stated, but what we are more especially concerned with is the cause of the disease. The medical fraternity may be permitted to conduct their investigation into the remedies which will decimate the bacillus, but it is for us to call the attention of the public to the probable origin of the disease. A long article on the subject appears in the latest issue of the *Journal of Tropical Medicine*, which has just come to hand, and it bears special reference to the East and to the ravages of the disease in the Southern Settlements where so many Chinese flock it is worthy of consideration. Some years ago it was argued that beri-beri, as found in British Malaya was due to mouldy rice, and although there was a divergence of opinion on the subject the theory is held by many medical men at the present time. In Malaya the coolies are fed on Rangoon rice but we read: "Rangoon rice is more liable to be attacked by moulds and weevils than any other kinds of imported rice; it is also more difficult to clean for cooking, as it soon becomes broken in the necessary process of kneading and washing, but it is cheap and is in common use." The conditions under which rice is shipped from Rangoon are also calculated, it is said, to lead to its deterioration through damp. Dr. John D. Gimlette, who contributes the article in question, and was located for some time in Malaya, observes: "Many of the untrained Chinese were lodged in some newly-erected coolie lines, and it was thought at the time that they were being affected by reason of a somewhat extensive disturbance of the soil which was found necessary when erecting their building. As beri-beri has been thought by some to have an indefinite connection with disturbance of the soil in the tropics stress was laid on the fact; greater attention was paid to sanitation; old buildings were destroyed; the ventilation and hygiene of the camp generally improved, and overcrowding prevented as far as possible." The incidence of malarial cases decreased, but on the other hand beri-beri increased, the type being noted for its exceptional virulence. It was not until the latter part of 1905 that the question of diet arose and the connection between mouldy rice and beri-beri examined. The Chinese did not attribute the disease to the consumption of unwholesome rice but to the conditions to which they were subjected in the mines. In December last Dr. Gimlette examined samples of the rice which was being prepared in the coolie lines at the Sokor district hospital and the result was sufficiently startling. He found that these samples were full of the live larvae of a small light brown moth and that the grains of rice were clothed with excrementitious matter. "The worst sample was one taken at the coolie lines occupied by some Chinese miners under contract to a Hailam named Ah Juan. This contained, in addition, a few small beetles, as well as the well-known rice weevil, *Culandra oryzae*, L." Experiments were made with equal quantities of Rangoon

and Siamese rice and it was found that under ordinary conditions the Siamese rice did not become mouldy so quickly as the Rangoon variety, but the main conclusion arrived at was that "mould on rice is not destroyed by boiling; it forms sooner on bad samples of rice than on the good samples." It seems not unlikely, the adds, "that Chinese cooking pans, unless thoroughly cleaned daily, might become contaminated in this way, as well as tubs of water in which rice bowls and spoons are washed on the conclusion of a meal, by reason of rice falling into the tub and decomposing therein." At the same time Rangoon rice is not to be branded as specially unwholesome. The principal thing is to confine the diet to rice which has not been damp and, consequently, mouldy through prolonged exposure to the air. Unfortunately, the writer does not offer a suggestion as to how this plan is to be effectively carried out in cases where large quantities of rice have to be kept in stock. The best method where Chinese coolies in mining camps are concerned would be to mill the local rice on the spot in such quantities as might be required from time to time, but of course that is a tame solution which in the majority of cases, it is to be feared, could not be carried out. At any rate, it would not seem to be practicable in Hongkong, so that if beri-beri is really due to rice which has not escaped contact with the air we still remain in the speculative stage. The problem of beri-beri which is found all over the East and has a special interest for Chinese residents still remains open, but it may be hoped that the investigations of scientists will, at no distant date, result in the discovery of the origin as well as the cure of this baneful affliction.

THE "CHARTERHOUSE" DISASTER.

As if the long list of disasters occasioned by the recent typhoons were not sufficiently heartrending still another was added yesterday by the news that the emigrant steamer, *Charterhouse* had foundered at sea and that some 70 lives had been lost. We had thought that the poignant tale of suffering and sorrow had been completed, that the voracious vengeance of the sea had been satisfied, and that it was possible now to look forward to brighter days, to forget, if possible, the terrible toll exacted by the typhoon in providing for those who have been left to fend for themselves. But the *Charterhouse* renews the story, and the narrative related by the *Kohshiang* is pitiable in the extreme. What made the loss of life by the sinking of the *Charterhouse* all the more terrible is the fact that it occurred in the blackest hours of night, miles away from land, and beyond the reach of help. It is possible sometimes to take such measures as will ensure the majority on a sinking ship securing a chance of escape, but at night, amid a raging storm, with the waves running so high that not a life-boat will live in the water, the last chance is practically withdrawn. How Chief Engineer Dowse and the 25 Chinese managed to survive their experience is a marvel. All through that long night, with the typhoon at its height, and the seas playing havoc with the few spars which constituted their last hope of escape, they clung to the raft, but it was a dismal outlook for them when day dawned. There was not a drop of fresh water, not a crust of bread—the prospect, indeed, was more dreary than if they had been swallowed up in the trough of the ocean and gained oblivion without the additional hardships of starvation and hopeless misery. For nearly three days, the unhappy survivors of the wrecked vessel were tossed about in the ocean trusting in Providence that they would be picked up. It is pathetic to read of the mother and her child who was dying before her eyes. That help came in the shape of the *Kohshiang*, but the child died on reaching the ship. Of the others constituting the remainder of the crew and passengers not a sign had been seen and we can only imagine their sufferings before the end came. The typhoons have been unmerciful for much misery, but coming as it does when people had become satiated with the effects of the gales, the tale of the *Charterhouse* seems to be the crowning tragedy amidst a veritable multitude of tragedies.

THE YUET-HAN RAILWAY.

Little has been heard of the Canton-Hankow railway for some time and proceeding on the maxim that no news is good news it was generally believed that directors, shareholders and officials were working together harmoniously. From a despatch which we published from a correspondent yesterday, it would appear, however, that a certain amount of friction still exists between some of the parties. On this occasion it was a director and the engineer superintending the construction of the line who had a slight difference, which although trivial in itself may not unwarrantably lead to the conclusion that perfect amity has not yet been established. The director appears to have asked the chief engineer some very pointed questions on the subject of railway construction to which the official gave answers that were not considered satisfactory by the former. It is a common characteristic of officials to reply to questions submitted by unpractical inquirers on technical subjects in a slightly superior fashion, and probably the engineer of the Yuet-han line is not above investing his replies to the questions of curious directors with that slight sarcasm which is peculiarly irritating. At all events, the director bluntly told the engineer that

he was not fit to hold his position, or words to that effect, and there the matter stands. It is not stated whether the engineer replied with a tu quoque, but if Chinese engineers resemble their western prototypes he most certainly gave the director a clear and definite view of his opinion of directors in general and that director in particular, probably adding a few choice references to the director's ancestors and personal history. Of course, such contumacious conduct on the part of a mere servant of the company is to be highly reprehended, but it is a well known fact that men who have acquired a technical education have a profound and scarcely disguised contempt for untechnical humanity. In other respects they may be the most genial and charming of people, but in matters concerning their own profession they will not tolerate argument or suggestion. The engineer of the Canton-Hankow railway had, no doubt, the last word in that encounter, but the director has the final say in the matter when it is brought under the notice of the board. Apparently the vernacular papers attach some importance to the incident, for it has been given prominence in the Press and seems likely to lead to fresh developments. In connection with the directorate of the Canton-Hankow railway the rumour is again given currency that the president of the board of directors has resigned in consequence of his dissatisfaction with the views expressed by his colleagues. It is stated that Cheung Pat Shi has been nominated to fill the vacancy and that his candidature is looked upon favourably by the general body of shareholders and the members of the board. Cheung Pat Shi is the promoter of the railway which it is proposed to construct from Canton to Whampoa and thence to Amoy. It might have been thought that the proposed railway being only in its initial stages would have absorbed all the energies of Mr. Cheung for a considerable time to come, but apparently the shareholders of the Yueh-han line believe that a man capable of securing official, that is to say Imperial, assent to a scheme which has been projected by himself, and which he himself proposes to carry out, is eminently suitable to guide and guard their interests in another scheme of railway development. Mr. Cheung was formerly Consul-General for China in the Straits Settlements and like so many of his compatriots made a fortune in the Malayan tin mines. These differences and changes may or may not be of potential significance, but they show at least that the Yueh-han railway construction scheme is not being allowed to drift, but is being pushed forward by the shareholders and officials and its consummation is not to be doubted.

NEW-FANGLED NOTIONS AT KULANGSU.

What may be described as a matter of supreme public interest was discussed at a meeting of the Kulangsu Municipal Council, Amoy, held so far back as the 11th September. Some misguided person in that united and bucolic community has lately had the temerity to import a motor bicycle and deposit himself along the highways and byways of the Municipality. It was not alleged that the throbbling and clatter of the motor had disturbed the somnolent tendencies of the inhabitants or that the fact of any one being in a position to import the new-fangled machine had aroused jealousy where all was formerly concord, but it was claimed that the fact of a motor bicycle whizzing at untold speed along the bypaths was a menace and danger to the residents. "In fact," the mechanical device was a thorough nuisance and should be suppressed without further delay, for there was no telling whether other might not so far lose their equilibrium in a burst of modernity as to invest their savings in a similar contrivance. Here was a subject of sufficient importance to receive the profound consideration of the tribunes of Kulangsu. Should they nip this unwanted and amazing effusion of spirit and independence in the bud, and order the motor bicycle to be confiscated while the miserable owner should be punished as a prisoner of Chillon, or should they exercise that magnanimity for which Kulangsu is so justly famed? There was no precedent on which to act; the by-laws made no reference to "puffing billies" or "flying Dutchmen" or the like. Matter for thought indeed. But the Councillors were equal to the occasion and they drew up a resolution which was deprecatory, hortatory and appreciative all at one and the same time. It was a resolution which might have been laid before a frivolous son by an anxious father. The Council instructed the secretary "to inform the owner of the motor bicycle that while the Council consider such machines undesirable on the island and any increase in the number of these machines on the roads should be discouraged as they are a source of considerable danger to the public, they realize the care the owner takes to avoid accidents and for the present are willing that a closed time for riding the machine shall be from 4 p.m. to 6.30 p.m." Nothing could be better; nobody could be offended; and yet there is that caution to the rash "delinquent" and that sage advice to others who might be inclined to follow the broad road to destruction which show that the councillors are diplomats as well as advisers—fathers of the people in every respect. It is unfortunate that nothing is said about a penalty should the wild innovator of Kulangsu disregard the "closed time" and persist in careering madly round the Municipality between the hours of 4 p.m. and 6.30 p.m., when the Kulangsu collectors are sauntering towards the new cricket club pavilion in their best bib and tucker and the men are discussing at great length their last poker hand on the previous night. We suggest that the penalty should be something mixed with boiling oil. No one would be so heartless as to suggest that the offender should be banished from the sweet delights and placid peacefulness of the cheerful Kulangsu. But perhaps if the villain persisted in his nefarious practices it might come to that. We trust most sincerely that the people of Kulangsu will take the advice of their city fathers and have nothing

whatever to do with those soul-racking, heart-breaking, irresponsible, disgusting and plebeian motor bicycles. If only Hongkong would take the same advice we might be almost as happy as Kulangsu.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI POLICE STRIKE.

VOLUNTEERS MOBILISED.

SIKHS BEFORE THE COURT.

JUDGE'S APPEAL TO LOYALTY.

(From Our Own Correspondent.)

Shanghai, 1st October, 2.50 p.m.

One hundred and five Sikhs of the Indian contingent of the Municipal Police went on strike yesterday.

The Volunteers were mobilised.

The disaffected police were disarmed and subsequently confined to barracks.

The stations affected by the strike are—Hongkew, Central, Louza, Bubbling Well Road and Sinza.

Eight of the Sikhs, alleged ring-leaders of the strike, were charged to-day before the Court. They were conducted to the Consulate under an escort of Naval Guard.

The presiding Judge, appealed to the loyalty of the men to return peacefully to duty. His Lordship addressed the Hongkew strikers and trusted that they would return to their station with minds disabused of their alleged grievances.

The men did not appear to be moved by the Judge's address and were still dissatisfied, but left the Consulate without manifestations of hostility to the authorities.

Two of the Yangtzepoo intimidators were sentenced to three months' imprisonment with hard labour.

SIKHS RETURN TO DUTY.

EFFECT OF JUDGE'S ADDRESS.

(From Our Own Correspondent.)

Shanghai, 1st October, 4.25 p.m.

The Sikh police have returned to duty temporarily after being further addressed by the Judge.

SIKHS RESUME DUTY.

(From Our Own Correspondent.)

Shanghai, 2nd October, 12.10 p.m.

The Sikh police, who went on strike on Saturday evening, returned to duty yesterday afternoon.

INTERPORT CRICKET.

ARRIVAL OF HONGKONG TEAM.

AT SHANGHAI.

(From Our Own Correspondent.)

Shanghai, 1st October, 2.50 p.m.

The Hongkong cricketers arrived here on Sunday morning. Our guests will be entertained at the Country Club to-day.

OPENING MATCH POSTPONED.

(From Our Own Correspondent.)

Shanghai, 2nd October, 12.10 p.m.

There has been a drizzling rain all last night and the weather continues much the same to-day. The condition of the cricket pitch is such that the opening match has had to be abandoned, for to-day.

THE INTERPORT MATCH.

The N. C. D. News of 25th ult. says:—

Saturday's cricket was not particularly favourable to cricket and the matches played, though interesting to themselves, could not have helped the Selection Committee very greatly in choosing the team to meet Hongkong next week. No objection is likely to be taken to the ten names chosen on the form shown during a greatly interrupted season. Nine of them were included in the dozen cricketers whose play we criticised a fortnight ago, and the tenth, Mr. Weipert, was not then back in Shanghai. His appearance behind the wickets on Saturday was very welcome and it was evident that he had not lost his old-time sureness of hand and eye. Accounts from Hongkong indicate that the visitors will have a very respectable eleven and it is noticeable that all are spoken of as very safe in the field. A departure of the game in which the players in the Far East are not to be slack. The strength map for Shanghai will probably not be definitely chosen till the end of this week. Although the match comes early in the social season, our visitors will not lack a hospitable reception. On Tuesday night following the first day's play there is to be an open-air gala with fireworks on the cricket grounds for Wednesday a smoking concert at the Lyceum is promised, and on Thursday there will be a dance at the Shanghai Club. Members of the Cricket Club are invited to subscribe to these entertainments. Lists will be found at the Club house and at the Shanghai Club.

CHANGES IN SHANGHAI TEAM.

WEATHER CONDITIONS FAVOURABLE.

(From Our Own Correspondent.)

Shanghai, 3rd October, 10.25 a.m.

The weather to-day is fortunately excellent and the ground for the interport cricket match is in good condition.

The match commences at 11 a.m. and there are already signs that there will be a large attendance.

Messrs. Martin and Wheen replace Messrs. Turnbull and Lanning in the Shanghai team.

SHANGHAI'S FIRST INNINGS.

ALL OUT FOR 130 RUNS.

HONGKONG'S PROSPECTS—BRIGHT AND ROSY.

1.45 p.m.

Hongkong won the toss and elected to send Shanghai to the stumps.

The wicket is sticky, but it is gradually improving in the fine weather which is being experienced.

Weipert made a splendid stand against the Hongkong bowlers and along with Martin punished Mr. H. F. Stanger-Leathes most effectively.

As a result the bowling proved very expensive when the eighth and ninth wickets came on.

Mr. T. E. Pearce being unwell has been replaced by Mr. H. R. Phelps.

The score up to the time of the adjournment for tiffin was 112 for eight wickets.

At that hour Weipert had knocked up 40 and seemed to be going strong.

Martin proved an excellent partner and his score stood at 27.

Later.

After tiffin, however, Weipert was caught by Phelps when he had only added 7 to his score, while Martin was only able to put up another 5.

The total for Shanghai's first innings was 130.

Hongkong's prospects are rosy and a win for the southern Colony would be very popular. In fact, it is confidently believed that Hongkong is bound to achieve a victory.

The score stands as follows:—

T. Wallace, l.b.w., b Bird..... 5

Ollerden, c and b Hancock..... 12

W. H. Moule, st. Bird..... 5

L. Walker, c Hancock, b Bird..... 3

V. H. Lanning, c and b Hancock..... 5

G. C. Dew, l.b.w., b Hancock..... 12

W. K. Stanton, l.b.w., b Bird..... 3

W. H. C. Weipert, c Phelps, b Bird..... 47

Martin, c and b Hancock..... 32

F. M. Guilloyle, run out..... 1

A. F. Wheen, not out..... 5

Extras..... 5

Total..... 130

HONGKONG'S HOLOCAUST.

EXTRAORDINARY COLLAPSE OF THE TEAM.

DISMISSED FOR 46 RUNS.

4.35 p.m.

Hongkong went to the wickets when a most extraordinary collapse occurred.

The entire team was dismissed for 46 runs.

Lanning took eight wickets for 10 runs.

Guilloyle had two wickets for 31 runs.

The hat trick was performed by Lanning.

SHANGHAI'S SECOND INNINGS.

POSSIBLE CHANCE FOR HONGKONG TO DRAW.

(From Our Own Correspondent.)

Shanghai, 4th October, 2.27 p.m.

Again there was a large attendance of spectators at the interport cricket match to-day.

When wickets were drawn last night three of Shanghai's team were down for 80 runs.

Matters did not appear to be so favourable for the Shanghai men to-day as they were yesterday.

The highest score was made by Walker who raised his overnight score from 8 to 20, when he was caught by Turner from a ball nicely placed b Bird.

Lanning had 0 to his credit when stumps were drawn last night.

He had only added one more to that figure on resuming to-day, when he was clean bowled by Stanger-Leathes.

The remainder of the wickets seemed to have a taste of the luck which fell to the lot of Hongkong yesterday.

Now dismissed for 6; Weipert, yesterday's top scorer, had to

retire with only 1 to his credit, and Guilloyle did little better, although he managed to compile 12.

Shanghai having compiled 121 left Hongkong to knock up 206 to win.

Dixon and Lucy did not show to any great advantage being out for 10 and 1 respectively.

Turner was similarly bowled by Lanning for 1, and then the tiffin adjournment was taken.

Smith and Hancock were not out, with 10 and 6 to their credit respectively.

Hancock was playing a forcing game which proved very effective.

HONGKONG BADLY BEATEN.

ALL OUT FOR 66 RUNS.

(From Our Own Correspondent.)

Shanghai, 5th October, 2.20 p.m.

After tiffin Hongkong again faced the Shanghai bowlers.

Hancock only remained a short time when he was caught by Moule from Lanning's bowling.

Smith fell to a catch by Moule after adding one to his score and thereafter it was a procession.

The visitors were all out when the score totalled 66.

Lanning had five wickets for 34; Moule three for 18; and Dew one for 11.

Below are the scores for the two days:

SHANGHAI.

FIRST INNINGS.

T. Wallace, l.b.w., b Bird..... 5

Ollerden, c and b Hancock..... 12

W. H. Moule, st. Bird..... 5

L. Walker, c Hancock, b Bird..... 3

V. H. Lanning, c and b Hancock..... 5

G. C. Dew, l.b.w., b Hancock..... 12

W. K. Stanton, l.b.w., b Bird..... 3

W. H. C. Weipert, c Phelps, b Bird..... 47

Martin, c and b Hancock..... 32

F. M. Guilloyle, run out..... 1

A. F. Wheen, not out..... 5

Extras..... 5

Total..... 130

SECOND INNINGS.

H. Ollerden, c and b Hancock..... 15

R. J. Martin, b Moule..... 17

W. H. Moule, l.b.w., b Leathes..... 24

L. Walker, c Turner, b Bird..... 20

V. H. Lanning, b Stanger-Leathes..... 10

G. C. Dew, b Stanger-Leathes..... 6

W. K. Stanton, c Hancock, b Stanger-Leathes..... 1

T. Wallace, b Bird..... 1

W. K. Stanton, b Bird..... 2

F. M. Guilloyle, c Mackay, b Stanger-Leathes..... 12

A. F. Wheen, not out..... 3

Extras..... 10

Total..... 121

HONGKONG.

FIRST INNINGS.

H. W. Smith, c Stanton, b Lanning..... 0

L. Lucy, b Guilloyle..... 0

W. F. C. Turner, b Lanning..... 20

B. Hancock, b Lanning..... 2

W. Woodward, b Lanning..... 2

W. Dixon, b Lanning..... 1

G. E. Morrell, b Lanning..... 0

U. K. Stanger-Leathes, c Walker, b Guilloyle..... 0

C. P. Mackay, l.b.w., b Lanning..... 0

R. E. O. Bird, b Lanning..... 0

H. R. Phelps, not out..... 0

Sundries..... 5

Total..... 46

SECOND INNINGS.

W. Dixon, c Weipert, b Dew..... 10

L. Lucy, b Lanning..... 0

W. F. C. Turner, b Lanning..... 2

G. E. Morrell, b Lanning..... 2

R. Hancock, c Moule, b Lanning..... 12

W. Woodward, b Lanning..... 0

G. E. Morrell, not out..... 9

H. Stanger-Leathes, run out..... 1

C. H. Mackay, b Lanning..... 3

R. E. O. Bird, c Dew, b Lanning..... 0

H. R. Phelps, c Wheen, b Moule..... 3

Extras..... 3

Total..... 66

INTERPORT AMENITIES.

TENNIS TOURNAMENT TO-DAY.

(From Our Own Correspondent.)

Shanghai, 5th October, 2.20 p.m.

An interport tennis tournament is in progress to-day.

BARON GENERAL KODAMA.

ATTEMPTED ASSASSINATION BY HUNGTHUTZE.

(From Our Own Correspondent.)

Shanghai, 2nd October, 12.10 p.m.

A member of the Hungthutze raiders fired fifteen shots, with murderous intent, at Baron General Kodama near Yungkingai.

The General fortunately escaped unhurt.

PEKING-KALGAN RAILWAY.

FIRST SECTION OPENED.

(From Our Own Correspondent.)

Shanghai, 2nd October, 12.10 p.m.

The first section of the Peking-Kalgan railway was opened yesterday.

The railway between Kungtulin and Shunmiaotze was also opened yesterday.

CHOLERA AT SHANGHAI.

FIFTY CHINESE DEAD THIS WEEK.

(From Our Own Correspondent.)

Shanghai, 4th October, 3 p.m.

Cholera has made its appearance in Shanghai.

Fifty Chinese have succumbed to the disease during the present week.

SENSATIONAL ROBBERY AT SHANGHAI.

JEWELLER'S ASSISTANT DRUGGED.

THIEVES DECAUP WITH \$20,000 WORTH OF JEWELS.

(From Our Own Correspondent.)

Shanghai, 5th October, 2.20 p.m.

A sensational jewel robbery was committed in Shanghai yesterday.

Two foreigners entered a jeweller's establishment in Yunnan Road, drugged the shop assistant, and decamped with diamonds to the value of \$20,000.

The alarm was immediately raised and information sent to the police authorities.

Detectives were sent out to scour the city and half an hour later the accused were captured.

The two men were brought before the Court to-day and remanded.

SUIT FOR GOODS SOLD.

AN IGNORANT PLAINTIFF.

3rd inst.

At the Supreme Court, this morning, before His Honour Mr. A. G. Wise, Puisne Judge, presiding in Summary Jurisdiction, the Wing Fuk Wo firm, of No. 14, Hungnam, grocer, sued Chan Fuk, alias Chan Lai Tong, of No. 83, Temple Street, Yaumatei, for the recovery of the sum of \$63.03, being the balance alleged to be due by defendant to plaintiffs for goods sold and delivered by the latter up to the 1st of March, 1906.

Mr. F. C. Barlow, of Messrs. Golding and Barlow, appeared for the plaintiffs, and Mr. Otto Kong Sing represented the defendant.

Mr. Barlow applied for leave to amend the statement of claim as his client had made a mistake in the particulars.

His Honour (to Mr. Otto Kong Sing): What is your defence? Is this a question of accounts?

THE TYPHOON.

THE RELIEF FUND.

FURTHER CONTRIBUTIONS.

Mr. H. Hunter, the hon. treasurer, acknowledges with thanks the following subscriptions:	
Already acknowledged	\$7,223.65
Nippon Yusen Kaisha	3,000
Banque de l'Indo-Chine	2,000
Chartered Bank of India, Australia and China	2,000
Carlson & Co.	1,000
Mercantile Bank of India, Ltd.	1,000
Mitsui Bishi Goshi Kaisha	1,000
Netherlands Trading Society and Staff	1,000
Hughes & Hough	250
Palmer & Turner	250
Collected by China Mail Ltd.	199.57
Staff, Chinese and Japan Telephone & Electric Co.	136.50
A. F. Arcull	100
H. F. Carmichael	100
European Bank, A. S. Watson & Co., Ltd.	100
G. Kumabe, Consul for Japan	100
Lane Crawford & Co.	100
A. R. Marry	100
Denison, Ram & Gibbs	75
Mr. and Mrs. S. T. Dunn	50
A. C. Hynes	50
R. R. Hynd	50
B. L.	50
A. Rodger	50
St. Andrew's Chapter	50
His Honour Mr. A. G. Wise	50
Collected by China Mail Ltd.	46
A. B. Avastia	25
T. E. Cocker	25
Li. Col. H. G. Pitton, D.S.O.	25
B. A. Hale	25
E. A. Irving	25
P. N. Jones	25
O. K. King	25
E. Buxton Forman	20
W. S. Dupree	10
Miss H. S. Fletcher	10
Miss S. V. Fletcher	10
Miss Johnstone	10
J. P. M.	10
Albino Moreno	10
E. A. Nicholls	10
Miss L. A. Eyre	5
Mrs. Lai Yau Chee	1

\$904.51-72

THE CANTON RIVER FLEET.

DOWN RIVER STEAMERS WEATHER HOUND.

The first arrivals in port of the Canton River fleet of passenger steamers since Friday morning last were the s.s. *Hankow* and the s.s. *Kwangtung* which came in within a few minutes of each other yesterday (Sunday) forenoon. The storm of Friday night and Saturday was responsible for no less than three river boats and four ocean steamers bound down from Canton being in shelter from Friday night until Sunday morning. To relate the experiences of any one of these seven steamers is to narrate the identical account of the rest; all being anchored within a radius of a few hundred yards of one another went through the same incidents throughout the thirty-six hours previous to the vessels weighing anchor for Hongkong on Sunday morning.

The s.s. *Hankow*, Capt. B. Branch, of Messrs. Butterfield and Swire, was the first to reach Hongkong yesterday, and on her arrival particulars of her voyage were gathered on board. The *Hankow* left Canton on her usual return trip on Friday evening, 28th ult., at 6.23 p.m. Proceeding down river no eventful incident occurred and there were no indications at the time of an impending storm. At ten o'clock the same night the *Hankow* met the French steamer *Paul Beau*, *Yingking* and *Powan* within seven minutes of one another on their way up to Canton from Hongkong. The *Hankow* stopped and spoke these vessels, when Capt. Branch learned that at 5 o'clock on Friday evening the typhoon had been fired at Hongkong indicating the approach of a gale. The upriver steamers after imparting the information to the *Hankow* proceeded to Canton. At this time those on board the *Hankow* observed the s.s. *Kwangtung* (Capt. Walker) returning to anchor. The s.s. *Hankow* soon after turned round and anchored off Tai Lung Island. This was at 10.30 p.m. To continue the journey would be to run right into the gale which began to blow with great force in the vicinity of Hongkong shortly after eleven o'clock on Friday night. In anchoring at the time, he did Capt. Branch was just exercising the utmost caution dictated by good seamanship born of the experience of many years' trading in these waters.

For an hour or two after anchoring, no abnormal weather prevailed. Shortly before midnight, however, it commenced to blow very hard with heavy rain squalls. Throughout Saturday there was no sign of the wind moderating; quite a gale blew all that day, the wind gradually veering to Eastward with heavy squalls.

On that day (30th Sept.) the s.s. *Powan* left Canton for Hongkong at 8 a.m. At about noon Capt. Valentine decided to anchor also; the *Powan* dropped her "mud-hook" within hailing distance of the paddle-wheeler.

It was not until a late hour on Saturday afternoon that the gale began to ease down a little, the wind appearing to be at its height at 2 p.m. when the barometer read 29.45. The *Hankow* reading recorded on board during the gale, the *Powan* and the *Kwangtung* in a well sheltered position, the latter in the face of the violence of the wind the sea at no time was lashed into fury, and but for the shrieking wind it could not be conjectured by the smoothness of the water that a gale of almost typhoon force was raging in the vicinity. There was apparently a lull during the early part of Saturday night. From two to four o'clock in the morning of Sunday it began to blow again. There were two or three squalls at intervals from the S.E. and those on board spoke of them as of terrific force. In fact, Capt. Branch expressed his belief that "it blew harder than ever it had been before."

The *Hankow* got under way again at 6.35 a.m. on Sunday (Sept. 30). Her companions in shelter were the *Powan*, *Kwangtung*, the chartered s.s. *Sullbury*, the *Chow* and two other ocean-going steamers. The *Hankow* continued the voyage to Hongkong without incident. Several severe squalls were experienced all the way down as far as Lin-tin when the weather cleared and port was made in the forenoon.

The *Hankow* moored alongside her wharf at 11.30 a.m. She had on board three European passengers besides Capt. Christie, Jardine's well-known pilot on the Canton River. The number of Chinese passengers was about eight hundred, none of whom at any time manifested the faintest symptom of alarm. They took their enforced prolongation of the voyage in a practical manner; those who did not provide themselves with meals had ample provision served out to them by the orders of Capt. Branch, who and whose officers made of the hundreds of passengers' novel experience as little trouble as possible under the circumstances.

The barometric readings are interesting: Friday, midnight, 29.70.

Saturday, 2 p.m., 29.45; lowest reading recorded.

Then rose gradually until Sunday when at 6 o'clock in the morning the register indicated 29.85, the steamer weighing anchor for Hongkong shortly after. In conversation Pilot Christie was heard to observe that never, in his experience, had he known such irregularity in the readings of the glass in a storm like that of Saturday last. It was all the more strange as the storm followed in such rapid succession the typhoon which had passed within a very few days previously.

The *Hankow* sighted the *Kinshan* ashore at Castle Peak, shortly after 8 a.m. On being signalled she hoisted and picked up Capt. W. E. Clarke from the *Kinshan*, at 10.30 a.m. As reported on Friday, Capt. Clarke proceeded by his Company's despatch vessel—the *Lungshan*—to direct the further operations attending the saving of the *Kinshan* by the Dock Co.'s dredger, the *Canton River*. Both the latter vessels weathered the storm on Friday and Saturday. There was little or no change in the position of the *Kinshan*, and the *Canton River*, in spite of her heavy hammer, was lying snugly at anchor. Our latest information is that the effect of the wind and waves had been to partly fill up the channel the dredger had been cutting for the *Kinshan*, on the sandy bed of the Bay at Brothers' Point. Although unfortunately causing the re-floating of the riverboat to be retarded, the partial silting up of the channel in no way endangers the absolute safety of the *Kinshan* or lessens her chances of being saved again.

The *Hankow* passed the wreck of the *Huangshan* at some distance. No signals were exchanged between the two vessels, and as far as could be judged by those on board the former the stranded steamer was apparently in no worse plight than she was in before the third storm of the fortnight. The salvage steamer *Protector* was close to the *Huangshan* at anchor.

THE S.S. "KWONGTUNG."

When seen on board the s.s. *Kwongtung* at Douglas's Wharf shortly after noon yesterday, Capt. Walker courteously tendered every information our representative sought to obtain. He stated that the *Kwongtung* left Canton on Friday at 9.30 p.m. with a full general cargo and the full complement of Chinese passengers, about 600 all told, and carried besides about fifty head of cattle. Before leaving Canton he observed a vivid sunset and had faint suspicions that a storm would be approaching somewhere in the neighbourhood. Journeying down river the passage was smooth and uneventful. Reaching Tiger Island he met the Hongkong night boats going up river, which led him to conclude that the vessels must have left port earlier than the scheduled time for least of a storm. He spoke the *Yingking* at 9.30 p.m. These vessels signalled the *Kwongtung* that the black signal had been hoisted in Hongkong. Capt. Walker, accordingly, thought advisable to turn round and anchor. This was about 2 p.m. on the 28th September. The vessel remained at anchor until 6 a.m. on Sunday, the 30th Sept. The weather throughout was described as overcast, squally and generally bad, the lowest reading of the glass was 29.45 at 3 p.m. on Saturday. At anchor near the *Kwangtung* were the s.s. *Hankow*, *Powan*, *Sullbury*, *Hathild* and *Chow*—all bound down river. The Chinese passengers were adequately supplied with biscuits kept on board for emergencies. Capt. Walker had tea times opened, which were freely distributed to the lower deck passengers who cared to avail themselves of the ship's rations. The better class Chinese elected to obtain their meals from the compardore's department on payment. The *Kwongtung* sighted the *Lungshan* ashore in Lantau near the Brothers.

THE S.S. "LUNGSHAN."

The *Lungshan* as reported proceeded to the *Kinshan* on Friday. At the height of the storm she was run ashore on a sandy beach in Lantau almost directly opposite the *Kinshan* on the mainland. The *Lungshan* is undamaged. Capt. W. E. Clarke set out this morning on a hired launch to Lantau and was expected back this afternoon.

THE "KEONG WAI."

The *Keong Wai*, German steamer, had to put into port for repairs, having experienced the full blast of the typhoon, and suffered damage proportionately. This vessel was on her way from Swatow to Bangkok, with a general cargo and 800 coolies as steerage passengers, but on account of the damage she sustained she was unable to continue her voyage and was forced to bring more work for the Dock Company. Her funnel may have been, what the Americans call a "smoke-stack" once—it might have been anything when she came limping into the harbour, to seek the hospitality of the port and of the Dock Company. There was but little left on deck that the angry seas could snatch from her, and she presented almost the appearance of a derelict hulk. She now lies in Kowloon Bay, awaiting a vacant berth, to go into hospital.

THE "HOB SAND."

The s.s. *Hob Sand* had a very narrow escape from being piled on the rocks in Hung Hom Bay. She dragged her moorings, lost her anchors, and got adrift, and was at the mercy of wind and wave, and the result might have been another disaster, gone to swell the already heavy list of losses to the shipping in and about the harbour. However, the *Robert Cooke* took charge of her, and soon had her once again moored in a place of safety.

MEMORIAL SERVICES.

At the services at St. John's Cathedral yesterday, memorial sermons were preached in the morning by the Venerable Archdeacon and in the evening by the Rev. J. H. France, the oldest acquaintance and fellow-workers of the late Bishop Hoare, in commemoration of whom the services were specially held. Both speakers delivered very eloquent addresses, full of eulogy of the prelate, who had been called away, and of sympathy for his suddenly bereaved family. At the close of each service funeral dirges were played by Mr. Denman Fuller, the organist of the Cathedral, the congregation standing while.

SUSPECTED LOSS AT GAP ROCK.

Notwithstanding that in coming steamer reported that on passing Gap Rock, everything appeared as usual, the absence of direct news from that point caused the Harbour authorities to suspect that something was amiss, and in consequence that department's launch, *Stanley*, which has been doing such good work since the terrible 18th inst., was despatched this morning to investigate. She is expected back to-night to report.

THE VACUUM OIL CO.

The Vacuum Oil Company report that two Chinese lighters were lost in the typhoon, one off the Norddeutscher Lloyd's godown at West Point, and one near the s.s. *Verona*. These lighters were laden with barrels and cases of the company's product, which are believed to have been blown or drifted in-shore somewhere, and are now being sought.

THE FAIRWAY BUOYS.

After all the trouble of getting the Fairway Buoys, which were capsized in the disaster of the 18th inst. righted and ready to replace in their proper positions, they were again blown over by Saturday's blow, and all the labour righting them will have to be done over again.

LARGE JUNK ADRIFT.

On Saturday, during the storm, a large junk was observed to be drifting helplessly out to the west. The junk appeared to have been abandoned, as there were no signs of life to be seen on board of her.

OFFENSIVE GARBAGE.

The Sanitary Department had been doing all it could to remove the piles of garbage and refuse lying all along the Praya Central and West, when the storm of Saturday came along and stopped them in the work. The result is that to-day the offensive odours along that district have been well nigh unendurable. The Sanitary officials, no doubt, with the best intentions, smothered the heaps with lime and disinfectants of sorts, and the resultant combined stench can be better imagined than described. No one going along that thoroughfare on business returned by the same route—one experience was more than sufficient.

"GOOD ROADS."

If anyone there be needing confirmation of, before endorsing the Hon. Mr. Hewitt's remarks about the condition of the roads, "as uttered at the last Legislative Council, he need only walk or drive 200 yards west of Blake Pier, and he will get all and more of any confirmation he wants. There also the Hon. the Director of Public Works should find an object lesson!

CEMETERY WALL COLLAPSES.

The after effects of the typhoon is now being felt in the Colony. On Friday night last the retaining wall that divides the Roman Catholic and Public Cemetery collapsed. Shortly after this occurred a portion of the hillside fell into the Catholic cemetery, and several of the graves were damaged. This is the third time that we have had to report the collapsing of this retaining wall. The damage done on this occasion is estimated at \$2,000.

FATAL COLLAPSE OF SERVANTS' QUARTERS.

At about eight o'clock on Saturday night the retaining wall near "Braeside," a boarding house, kept by Mrs. Watt, at No. 20, Macdonnell Road, collapsed, and this resulted in the coolie quarters and the cook-house of the boarding house being razed to the ground. The matter has come under notice to the police, and the Chief Inspector Baker and Inspector Smith repaired to the scene at once. On arriving at the spot they were informed that a number of servants were in the quarters at the time of the collapse and as they were not to be seen it was the general opinion that they were buried in the debris. The police went to work and soon dragged out three men from the debris. A little later a third man was located, but it was discovered that he was dead. Two other coolies were reported as missing up to this morning. A gang of coolies in charge of the police were at work during the whole of Saturday night and Sunday and well into this morning clearing away the debris and searching for the two missing men. The man who was killed in the collapse was one of Dr. Clarke's chair coolies. The collapse is said to be caused by a landslide crashing into the retaining wall causing that to give way.

SCHOOL WALL COLLAPSES.

The wall at the entrance of Ellis Kadoorie's School, in New Street, West Point, came down with a crash on Saturday, but fortunately no further damage was done.

HOUSES DAMAGED AT YAU MAI.

Over a dozen houses in Reclamation Street and Macdonnell Road, Yau mai, are more or less seriously damaged. The walls of many have collapsed, and the roofs of a few were blown away. No lives were lost, however.

AT SHAU-KI-WAN.

The roads at Shau-ki-wan are in a terrible condition now. In some parts the roads are badly caved in.

The roofs of houses in this locality have also suffered greatly through wind and rain.

SALT JUNK DASHED TO PIECES.

A salt junk, carrying a cargo of thirty-one persons, and a cargo of 6,000 piculs of salt, was dashed to pieces on the rocks at Shrek O on Saturday night. Seven of the crew were drowned and one seriously injured by a falling spar. The survivors of the salt junk succeeded in reaching Shau-ki-wan Police Station yesterday where they reported the matter to Inspector Robertson. They estimated their loss at \$19,400. The injured man was removed to hospital, and the others placed under the protection of the Tung Wa Hospital. [Shrek O is an island about seven miles from Shau-ki-wan.]

CAPT. OUTRIDGE ON THE TYPHOON.

THE S.S. "TAMING'S" EXPERIENCES.

When Captain Outridge, of the China Navigation Company's steamer *Taming*, anchored his ship in this harbour yesterday, says the *Manila Callan* of 25th ult., he brought the first story of an eye-witness of the typhoon at Hongkong. A week ago yesterday he caused the loss of hundreds of lives and millions of dollars' worth of property, afloat and ashore. The *Taming* was four days and a half coming from Hongkong and passed through two other typhoons, in one of which she was hoisted for eight hours, about 120 miles north-west of Bolinao light.

Captain Outridge was at the Observatory discussing the typhoon with Father Algue when he was found by the *Callan*, and his being told as the priests listened with under-standing eyes, was as thrilling as could well be imagined. The vessel was in the grave earnestness of the tones of the sailor. "It was a little after seven o'clock in the morning when I awoke at my home in Hongkong," said the Captain, "and after a romp with my little girl, happened to look out of the window. At that time the sky was clear and there was not the slightest visible warning of the terrible wind that was then not far away. As I looked out of the window I happened to see the sampan and small boat men violently excited and hurrying to and fro in all directions. They were shouting but on no explanation, and that, a typhoon. Leaning out of the window I saw the signal hoisted on the receiving ship."

You can imagine how little warning anybody had when the first signal was hoisted at 7.45 and the typhoon gun fired at 8.20. Less than half an hour in which to prepare a fleet worth millions for a cyclone.

Kissing my wife good-bye I made for the water front as fast as I could. It was then blowing a heavy gale and all the steam launches were scurrying for shelter. By good luck and the payment of 25 dollars I secured a launch, to take me out to my ship. It was a hard job to make the distance, less than half a mile, and when I got alongside, it was impossible to board the vessel by any gangway. But I had to get aboard, and they threw me a line from the ship which I made fast around my body and jumped overboard from the launch and was hoisted aboard.

As soon as I hit the deck we gave her all the cable we could, and got up steam. How fast the wind was blowing then, I have no idea. It seemed to me that it could not be blowing less than a hundred and fifty miles an hour, and here the two priests nodded in sympathy with the feelings of the ship master. "By that time," continued Captain Outridge, "the whole harbour was a mist of driving sleet and spindrift. There was no seeing through it; it was like a wall of cutting fog. With my two officers I got up in the very bows of the ship and crouching behind the steel plates we watched with horrible eagerness to

see if the ship was holding. Ahead was only the flying rain and spray."

Every now and then a big ship, dragging her anchors as if they were of wood, slid past us, fortunately clear. Until they were right upon us we had no warning and they passed in a flash. Watching in between the mists of the mists, we tried to gauge the holding of our own ship, asking questions of each other as to whether she was going to leeward or holding fast and doing all we could to make each other sure that we were not going to let go the bottom anchor. But the worst feature of it all was seeing the small boats go flying past bound for what we knew was destruction. "Here the sailor's voice would grow earnest and deep, as he looked back at the scenes he had witnessed. "There was nothing we could do. Our own fate was in the balance that trembled with every squall that came down heavier than the one before, and threatening to pull our mud hooks out of the bottom or bring the bottom up. In the sampans, where entire families of Chinese live, their whole lives, women would hold out their children, to be beggins in mid appeals that we could not even hear, only guess at, from the expression of their faces as they were whirled along the side of our ship, in much the same way that a piece of seaweed is hurled by the crest of a sea. We could only look at them and pity them, and there we crouched for more than an hour and most of the time the tears were streaming down the face of the three of us as we looked at the poor creatures going to death and could not lift hand to save them."

About two hours after the beginning of the blow it began to slacken. Then it fell calm. The centre was passing. Later the breeze sprang up again to a strong gale, but the atmosphere cleared and the sight presented by Hongkong harbour was the greatest scene of wreck and desolation that I ever saw. All around nothing but wrecks. The small boats were piled up on the beaches and the larger ships stranded on the shoals."

In discussing the work of the Hongkong Observatory and the warning given the ship, Captain Outridge was most emphatic in his blame, contrasting the work of the weather people there with the work of Father Algue and his staff of observers here, to the utter condemnation of the Hongkong men.

A GENEROUS SUGGESTION.

There are some interesting points about our special telegrams from Hongkong printed to-day, remarks the *Singapore Free Press* of 22nd ult. The Governor of that Colony, Sir Matthew Nathan, has promptly started a relief fund in aid of the sufferers by the typhoons. According to recent precedents, the Hongkong Legislative Council is to vote an equal sum to that raised by private subscriptions. "It is unfortunate that the Straits Government with all its new financial liabilities must now look narrowly into questions of ways and means. But we feel convinced that it would be a graceful and humane act, if Sir John Anderson would invite the Legislative Council of this Colony to do what lay in its power to help to alleviate the large distress at Hongkong. The amount need not be great, but the giving it will be a neighbourly act."

THE ADMIRAL'S SYMPATHETIC MESSAGE.

THE GOVERNOR'S REPLY.

His Excellency the Governor has received the following telegram from the Commander-in-Chief, Chinese details typhoon. Squadron offers sincere sympathy to Colony.

ADMIRAL MOORE.

To which His Excellency has replied:—
"On behalf of Colony I express deep gratitude for kind message of sympathy."

"NATHAN."

S.S. "MONTAGLE" IN DOCK.

H.M.S. *Flora*, which was drydocked in the No. 1 dock at Kowloon last week for cleaning and general overhaul, was undocked this morning. The cruiser's place was almost immediately taken by the C. P. R. Co.'s s.s. *Montagle*, of the intermediate service, which had been lying at anchor some days at the far eastern section of the anchorage awaiting the available berth in the Admiralty dock for repairs which are generally believed to be more or less extensive. As far as could be ascertained from the first examination of the condition of the vessel, drydocked this morning, it is known that the *Montagle*, through the effects of the tossing and bumping she experienced on the morning of the 18th inst., escaped with, so to speak, comparatively small damages. Her rudder is gone; the huge propeller of the mammoth liner is twisted, besides some blades being carried away. The sternpost has suffered damage, and there is a suspicion that, upon closer examination, it will be discovered that the *Montagle*'s keel has not altogether escaped hurt, though it is hoped that the worst may not be as bad as first reports make it to be.

S.S. "VOLUTE" IN THE TYPHOON.

DECK FITTINGS DAMAGED.

The German steamer *Volute*, which left Singapore for this on the 23rd ultimo, steamed into port this morning in a most disreputable condition, having had a touch of the typhoon. In all she took nine days to do the journey. The *Volute* got into the teeth of the gale on the night of the 28th ultimo and well into the 29th. She was then about 150 miles from Hongkong. According to the captain's report the wind blew with hurricane force, and the sea which ran mountain high was continually washing over the vessel doing serious damage, not to the ship itself, although she was badly plied about but to her deck fittings. Every movable thing on deck was either washed overboard or will require renewing. Deck rails were ripped from their positions, skylights smashed and life-boats stove in, and other minor articles "to be replaced," too many to mention. In fact, the ship looked like a wreck when viewed from the waterfront.

Soon after the vessel was anchored Captain E. Stott requisitioned for services of the surveyor, who made a minute examination of the boat, and which will not go to dock. Repairs to her will be completed in a day or two when she will be able to leave this harbour again looking sleek and span once more.

SICAWAI OBSERVATORY NOTES.

Sicawei, 22nd September, 1906.
So many naval officers, shipmasters and other friends have applied to the observatory for information respecting the disastrous typhoon of the 18th, that we feel we must make a general desire in publishing at once the following notes, though they must necessarily be very imperfect and will have to be completed, and perhaps corrected, when the observations and documents are at hand, which we hope to receive as usual by the kindness of our naval friends.

The storm was a typhoon, with a narrow diameter, but regularly shaped; somewhat of the one which took the coast between Amoy and Swatow; during the night of the 9th instant.

The first signs of the new disturbance were once more given by the Japanese observations in the islands E. of Formosa, the importance of which cannot be over-estimated. With these, and the telegrams from Formosa, we

were enabled to send the first warning: "Typhoon South of Meiso Sima" to put ships leaving for the South upon their guard. This was cable to the China Coast Semaphores, on Saturday, 15th, at 11.30 a.m.

The direction of the centre could not yet be surmised. The bulletin printed the following day, the 16th, noted that the movement was bringing the centre towards the S. end of Formosa. At the S. Cape, the N. breeze had freshened to force 6, and N. gale force 8, was setting in at the Pescadores. About noon a new signal was sent out telling that the cyclone was nearing the E. shores of the island, with a slow motion.

All the stations seem to have been too far from the central vortex to determine more accurately its direction, though it was clearly moving towards Formosa and China. In the afternoon we had to forecast rough weather in the Channel, with strong N. winds on the coast M. of it, to the Chusan.

The worst of the cyclone was not in the centre of the isobars, which are shown surrounding Formosa, on the Sicawei daily charts, but in the southernmost part, near the Bashee Channel. It may be that the violent vortex was formed not far from Formosa.

Two points seem quite clear. First, that the vortex, while advancing Westward, was deepening more and more; indeed, though it did not pass so far from the S. Cape as from the Pescadores, yet the fall of the glass at Hokoto (Pescadore) was heavier than at the other station (Koshun). The next day, still at Swatow, the minimum was lower, though at still greater distance. The second remark is that the storm, which first travelled to W.N.W., (roughly) seems to have deflected little by little to W. or possibly W.S.W. as it approached the China coast. The reason may have been the high readings then prevailing in Siberia and Mongolia, which were progressively encroaching over the Yangtze Valley. From the 15th to the 16th, the barometer had risen from 30.2 to 30.35 at Troikossavik (S. of Lake Baikal). As a consequence, the pressure went up from the 16th to 17th, from 29.7 to 30.0 at Shanghai, and to 30.00 at Hankow and Changhai. This served to make the gradient steeper and to increase the violence of the vortex.

As far as can be seen, from the curves traced with the tri-daily observations, received from Formosa, the centre passed on the 16th, about 9 a.m., off the S. Cape, and about 3 p.m., S. of the Pescadores, where a heavy N.W. gale was felt (1 p.m.). (These measures are of course only approximate). Henceforth, from lack of stations, it is not possible for us, with our actual scanty information, to trace our the movements of the centre, through the spacious stretch of sea, south of the Channel.

The first information at our disposal is from the M. steamer *Océanien* carrying the French mail to Shanghai. The ship left Hongkong, on the 17th, at 3.30 p.m. When out of the Hongkong passes, Commandant Courret noted, in his very full report, very variable E. breezes, with light (but well-marked) E. swell. Whether this swell was due to the very unsteady breezes, or was the swell of the typhoon, cannot be determined with any certainty, though the latter alternative seems the more likely. Weather remained fair until 8.30 p.m. when the sky became overcast and lightning was seen near the horizon. At 9.30 p.m. squalls began to be felt, first from E.N.E., then from N.E., as they became steeper and more violent. The seas from E. and S.E. were soon enormous, and the Captain was forced to heave to, steering N. to keep clear of the coast, the ship labouring heavily.

The whole report cannot be quoted here. At midnight, the gale was veering from E.W.E. to E.; at 1 a.m. on the 18th, violent easterly squalls; at 1.30 a.m. full storm from E.S.E., the centre was passing S. of the vessel. The glass stopped falling about 2 a.m. and rose rapidly at 2.30 a.m. the wind shifting gradually in S.E. The minimum registered, all corrections made, was 29m. 57. The steamer was then not far from Breaker Point, having steered up to 120 p.m. at the rate of 12 knots. It is worth noting that while the *Océanien* was in the struggle with the storm, S.W. of Swatow, the *Kanchow*, Captain Z. Meathrel, experienced a heavy NE gale far north of the Channel, from 8 p.m. to midnight, and went, at 4 a.m. on the 18th to take a shelter under Frisco Island, in lat. 27°. Let us remark also that the French mail, as soon as she could make out the land, found herself 13 miles N. of the estimated position; a strong current had set in, owing doubtless to the mass of seawater pushed toward, or driven by the cyclone towards the coast of China; this is the phenomenon of the disastrous cyclone waves "so well-known in the Bay of Bengal and elsewhere."

As regards Hongkong the particulars of the catastrophe are too well-known to be reported here. The daily fall of the 17th, had been rather deep, but we do not know exactly the time of the lowest reading during the storm. Taking as an approximation 9.30 a.m., in the middle of the hurricane we find that from the passage S. of the French Mail, the cyclone had travelled with a velocity of about 12 miles an hour. The rate was apparently increasing from Formosa. When we compare the curves traced on the tri-daily observations of South Cape and the Pescadores, it appears that nearly 7 hours were taken to pass from the first station to the second; now, from the S. end of Formosa, to the passage S. of the *Océanien*, the distance was crossed on the track, in about 34 hours, which makes a mean velocity of 7.5 to 8 miles an hour; there is every reason to believe that it was increased gradually.

SINGAPORE'S GOODWILL.

MANILA AND HONGKONG OBSERVATORIES COMPARED.

The *Straits Times*, of 25th Sept., says:—
The following communication has been addressed to the *Straits Times* and is published here as being by far the best mode of affording explanation to the public in the Straits as to the Colony's attitude at present in reference to the proposed transmission of monetary help to Hongkong. Reading between the lines of the Hon. Captain Arthur Young's letter reveals to us all the situation of our Sister Crown Colony as the more pathetic and deplorable. If we in the Straits need not be called upon to help with money, our hearts are all evened out for sympathy with the afflicted and the distressed. To the Editor of the *Straits Times*.
Sir,—With reference to the request made by the Honourable Mr. Napier at the meeting of the Legislative Council on Friday last, on the subject of this Government rendering help to the Colony of Hongkong in the terrible catastrophe which she has suffered, I have to inform you that this Government has been in communication with the Governor of Hongkong on this subject. A reply has been received from him, which is most grateful for the expression of sympathy, the Government of Hongkong with the aid of private subscriptions will, it is considered, be able to do all that is necessary for the relief of survivors. So many whole families have been lost among the boat population that the number to be relieved is relatively small as compared with the extent of the disaster. I have the honour to be, Sir, Your obedient servant.

(Signed) ARTHUR YOUNG, Colonial Secretary, Straits Settlements.

Colonial Secretary's Office, Singapore, 15th September, 1906.

MANILA AND HONGKONG OBSERVATORIES.

DOUGLAS STEAMSHIP CO., LTD.

ANNUAL MEETING.

2nd inst.

At the twenty-third ordinary general meeting of shareholders in the Douglas Steamship Company which was held in the company's office, at noon, today, there were present: Mr. H. P. White (Chairman), Hon. Mr. W. J. Gresson, Messrs. A. Babinion, A. G. Wood, Gresson, Messrs. J. A. Jupp, I. S. Perry and S. H. Michael.

The notice convening the meeting having been read.

The Chairman said:—Gentlemen, The report and accounts having been in your hands for some days, I will, with your permission, take them as read. We, in common with other shipping interests in the East, have suffered from the extreme depression of trade generally and competition on our lines has been rendered keener by the paucity of remunerative employment outside. The heavy increase in the price of coal during the year has proved seriously detrimental to, and extra-docking charges, as pointed out in the report, have stilling the mill against profitable working of the steamers.

During the year the *Antonia* has frequently had to shut out cargo—which was diverted to opponents—and had the steamer which was proposed to be built last year, which while carrying considerably more cargo would have cost little more to run, been in her place, we should have been able to run her at a fair profit, considering the abnormal conditions prevailing during the year and have materially lessened our position. After due consideration the general managers and consulting committee have decided to offer to shareholders a dividend of five per cent., which, it is hoped, will be considered a fair one in a bad year. As regards the present year's working, prospects are certainly more favourable. Earnings to date are fairly good. Coal is considerably reduced in price, and we trust will still go lower; we shall make a considerable saving in insurance of steamers; while keeping them fully insured, and if trade improves and there are no outward extra docking expenses, we venture to think we may look for a considerable improvement in the net result of the working of the steamers. The recent disaster to the Colony, which we all deplore, will doubtless dislocate the working of cargo for some time and we are fortunate in having the use of our wharf, which at the present juncture is of the utmost value. It is with regret that I have to refer to the death of Mr. C. H. Thomson, who was a member of your consulting committee for some years. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions that shareholders may wish to ask.

It was pointed out that this stage, owing to the noise in the street and the undertone of the speakers, for those at the press table to hear all that was being said. We managed, however, to obtain afterward a gist of the subsequent discussion.

Mr. Perry said he begged to differ with the Chairman when the latter said that the *Antonia* was a small boat and consequently could not pay her way. The remaining two steamers, the *Haitian* and the *Antonia*, were large enough for the trade and even then these vessels did not bring the shareholders any return.

The Chairman was understood to have replied that owing to the bad condition of trade and the keen competition they could do no better, but he expected better results next year.

Mr. Perry then referred to the question of building a new steamer for the company. This did not fall in with his views at all. The cost of building a new vessel would cost \$320,000, and on this money the shareholders were now getting a return of \$18,000. He could not see how the business could be improved; in fact, it was Mr. Perry's opinion that they would lose money in the venture. Continuing, Mr. Perry understood that the company had made private arrangements with a Chinese firm for taking goods at a certain freight, and he thought that no improvement in freight could improve the position of the company.

The Chairman in reply to the last question said that the arrangement was with respect to Swatow only.

Mr. Perry asked how it was possible to improve the company's position when the investment of \$540,000 in mortgages brought in a return of \$18,000, while the three steamers of the company, which were valued at \$635,000 only brought in a return of \$14,000. The only way, continued the speaker, that we can improve our position would be to effect retrenchment.

The Chairman replied that they were making retrenchment in the price of coal and the insurance of steamers.

Mr. Perry's concluding remarks were that unless retrenchment in the general expenses was brought about he did not see how they could improve the shareholders' position.

No more questions being put.

The Chairman proposed the adoption of the reports and accounts.

Mr. J. A. Jupp seconded.

Carried unanimously.

The Chairman proposed the re-election of Hon. Mr. W. J. Gresson, Mr. A. Babinion and Mr. A. G. Wood to the consulting committee.

Mr. J. A. Jupp seconded.

Carried.

The Chairman proposed, and was seconded by Mr. J. S. Perry, that Messrs. W. H. Perry and A. R. Lowe be re-elected auditors for the ensuing year.

Carried.

The Chairman: That is all the business before the meeting, gentlemen. Thank you for your attendance. Dividend warrants will be ready this afternoon.

MEDDLESOME COOLIES.

INTERFERING WITH "KINSHAN" LABOURERS.

1st inst.

At the Police Court this morning, at the request of Detective-sergeant Wilden, Mr. H. J. Gompertz ordered five men—a farmer, a shopkeeper, a doctor and a fisherman—to be detained by the police until the 4th instant when they should be called upon to show why they should not be punished for interfering with the work on the s.s. *Kinshan*. That was also the most convenient date for Captain W. E. Clarke, of the Hongkong, Canton and Macao Steamboat Company, to attend the Court to prosecute the quintette.

The charge against the defendants was that of disorderly behaviour at Tai-lam-chung on the 28th ultimo.

Tai-lam-chung is very near the place where the *Kinshan* went ashore during the typhoon, and it is from that place that coolies are being engaged to assist in re-floating the vessel. Labour is scarce in that part and the defendants, knowing this, informed the coolies not to work for nothing. A number of coolies were engaged and defendants, who thought they were working too cheap, advised the men to stop work. The labourers would not comply with their request and it was alleged there was a scene, in which, according to our information, the labourers were threatened. The men were then arrested.

RT. REV. BISHOP POZZONI.

1st inst.

To-day being the first anniversary of the consecration of his Lordship Bishop Domenico Pozzoni, a High Mass was celebrated at 7.30 a.m. at the R. C. Cathedral. Rev. Fr. P. de Maria officiated, and was assisted pontifically by his Lordship the Bishop.

All the Catholic clergy in the Colony, the students of St. Joseph's College, the scholars of the Italian and French Convents, as well as the inmates of the Orphanages attended Mass. At 8.30 a.m. at the Mission House the Chinese members of the congregation met the Bishop when a congratulatory address was presented to his Lordship. The boys of St. Joseph's College made a similar presentation. Throughout the day many distinguished visitors and a large number of residents called on Bishop Pozzoni to tender him their congratulations and best wishes for many happy returns of the day. A holiday was observed by all the Catholic schools in the Colony to-day. This evening the members of the Catholic Union held a reception in honour of the distinguished prelate.

POLICE DISSATISFACTION.

POLICEMEN DESERTING.

1st inst.

For some time past there has been a feeling of general dissatisfaction among the junior European members of the local police force and on Saturday last the crisis was arrived at when three European policemen—one of them a sergeant—deserted the service. Where they have gone to is a matter for conjecture; that they have left the Colony is a certainty.

What the grievance is about was not said, but from recent conversations overheard it appears that their salary is the cause of the trouble.

Hon. Mr. F. J. Baderley, captain superintendent of police, was seen by a reporter this morning and he pointed blank refused to discuss the subject.

From other sources we were able to obtain further particulars, which were to the effect that desertions were talked of some months ago, but as they had hopes that the Secretary of State's reply regarding the matter of exchange compensation would be satisfactory, they waited eagerly for the reply. The reply to His Excellency the Governor's despatch from the Secretary of State was recently received, and as we all know, was unsatisfactory to a certain section of the Police. This so shattered the hopes of the policemen that a few have decided to desert the force and trust to Providence in the future.

"What is the good of remaining in the force?" said an officer to-day. "You are paid like a coolie and what chances are there for promotion? None whatever." Continuing, he said that the salary of a constable, at the present rate of exchange, amounted to £70. "Now what can a man do with £70? After paying the rent and other little expenses, what is there left?"

Asked whether he thought there were going to be further desertions, he replied that he would say nothing more.

As far as things had gone up to the present it is a serious matter for the Colony, and it would be well for the Governor to inquire into the affair before it reaches a more serious stage.

SANITARY BOARD.

2nd inst.

The usual bi-monthly meeting of the Sanitary Board was held this afternoon, the usual members being present, when the following business was transacted.

THE RETURN OF THE PRESIDENT.

The Board tendered their welcome to Dr. J. M. Atkinson, the Principal Civil Medical Officer, and President of the Board, on his return from leave of absence, which Dr. Atkinson acknowledged in a few suitable phrases.

THE LOST DUST-BOATS.

The following minute from the Medical Officer of Health, relative to the loss of all the dust-boats during the recent storm, was submitted to the Board. The scavenging contractor reports the loss of all his boats. He tells me it will take six weeks to replace them. I have therefore ordered him to remove the City and Kennedy Town and have told the inspectors to have it burned there. The loss to the contractor must be very heavy, and in the interest of the public health I beg to suggest that the Government come to the help of the contractor, with a view to quickly obtaining new boats. Otherwise I have fears of the contractor completely throwing up the sponge and leaving us to carry out the contract ourselves.

The President intimated: I will forward a copy of the above minute to the Government for the consideration of His Excellency.

Mr. Shelton Hopper intimated: The matter of compensation is one entirely for the Government and not the Sanitary Board.

Hon. Mr. Hewitt intimated: The Sanitary Board might well recommend to the Government that in the public interest all assistance should be given the contractor to replace the boats as promptly as possible. Later the Relief Committee might consider this man's case and see their way to make him a grant.

Mr. Lau Chu Pak intimated: I agree with the Medical Officer of Health. Unless assistance is given to the contractor at once, he cannot possibly go on with the work.

CHINESE CEMETERIES.

Mr. Lau Chu Pak suggested that, pending the selection of a site for the new cemetery for Chinese, extensions in Section E had better be granted as usual. He thought that it should be stated that in Section E extensions would be granted at \$1 per foot.

Hon. Mr. Hewitt intimated: I agree with Mr. Lau Chu Pak.

The following additional By-law was submitted:

19. The area in the grave spaces in the various sections shall not exceed the following dimensions:—

Sec. A, 7 feet long, 4 wide, with 18 inch interspaces.
B, 7 1/2 " " " " " "
C, 8 " " " " " "
D, 10 " " " " " "

LIMEWASHING.

During the fortnight ending 25th September, 656 houses were limewashed and cleaned, under the supervision of the Sanitary Officer, bringing up the number of houses dealt with to 3,177.

We (*Shanghai Times*) understand that the monopoly which the Shanghai Ice Co., Ltd., have held so long is soon to be a thing of the past. A new company, the Oriental Ice Company, Ltd., has been privately floated and the newest and most up to date machinery ordered which is to make clear hard ice, far superior to anything yet seen on this market, and which the promoters expect to be able to offer by next spring at a considerable reduction on prices hitherto prevailing.

FIGHT WITH TIME.

HALF WAY ROUND THE WORLD IN THIRTY DAYS IS LATEST TRANSPORTATION PLAN.

SUCH IS C. P. R. SCHEME.

1st inst.

If it were around the world in 30 days, it is the latest development of the C.P.R. Twelve thousand miles under one house flag, on one ticket, and with baggage checked right through, supplied throughout with every comfort of modern travel, and less bother than is ordinarily experienced on a trip of a few hundred miles. Starting from Liverpool and being landed at Hongkong, after traveling two mighty oceans and the North American continent within the space of one month. It is by far the most wonderful victory of transportation over distance that the world has ever seen, and one which no other transportation company but the great Canadian Railway, enterprise could dream of. If it, travellers will buy a ticket in England and, travelling steadily westward, will, in a trice, over four weeks, be brought to the heart of the Orient, while from Hongkong the process will be reversed, the traveller leaving the East, journeying east, and in 30 days be in England—the bulwark of the west.

This greatest and latest project of the C.P.R. is the direct result of the placing in commission of the new *Empresses*, which have so cut down the time taken in crossing the Atlantic. The sailing schedule of the Pacific *Empresses* will be altered, so that travellers will be taken from the Atlantic *Empresses*, rushed across the continent in a special train, and at once transferred to the waiting Pacific *Empress* for the journey across to Hongkong. And in the whole journey they will only go beyond British territory once, when the boats touch at Japan ports and Shanghai. The same process will be repeated on the return trips.

One of the main reasons which have dictated this wonderful achievement in fast travelling is the desirability of proving that by the Canadian route mails and passengers can be transported to Hongkong in much the same time as by what is known as the "Overland Route," via Suez, although the distance is some 3,000 miles greater. To Shanghai the period of transit is considerably lessened, in comparison, and by the Canadian route, Japan is brought nearer to the "Old Country" by about 3 weeks than the time-saving age in which we live. This advantage is so apparent, not to mention the additional comfort of the trip, only broken twice, together with the advantage of crossing Canada on the way, and always being under the British command of the ocean highways, that it must have a potent effect in swinging the pendulum of the world's travel via Canada.

This is the way the C.P.R. time table, between Liverpool and Hongkong works out, in the rough:

Liverpool to Quebec..... 7 days.
Quebec to Vancouver..... 4 " "
Vancouver to Hongkong..... 7 " "

To give a better idea of the huge nature of this undertaking one must consider the mileage involved in these inter-continental excursions, which considerably illumine the matter. They are:

Liverpool to Quebec..... 2,661 miles
Quebec to Vancouver..... 3,072 " "
Vancouver to Yokohama..... 4,283 " "
Yokohama to Shanghai..... 2,738 " "
Shanghai to Hongkong..... 80 "

Total..... 12,001

A new C.P.R. train, which is the connecting link for the ocean service, known as the "Overseas Mail," left Quebec on its first run on Friday, August 31st, on which date the *Empress of Ireland* reached that port. Within about an hour the west-bound passengers were transferred, with their baggage, to the train, and 96 hours later they were in Vancouver, for transfer to the Orient, the time of speed with the absolute minimum of inconvenience.

The first return trip began on September 17th from Vancouver, on the arrival of the *Empress of India*, and reached Quebec on September 21st to connect with the *Empress of Britain*, due in Liverpool with the mails and passengers from the East, on September 24th, and thence onward the trips will occur, regularly between the two sets of *Empresses*.

The only change necessary to inaugurate this service was the setting back of the sailing dates of the Pacific *Empresses* one day. The Atlantic schedules will remain as they are.

The "Overseas Mail" train will consist entirely of sleeping cars, a dinner, mail, and baggage cars—a veritable *train de luxe*, designed for nothing but through traffic, and with the minimum of stops, in its long course across the continent.

In order to ensure rapid transit the engines and cars used will be subjected to a specially careful examination before going out, so that no delays by petty accidents may happen, and only the finest engines, and most expert engineers and crews will be employed. The train will be given right of way over all other trains of any kind whatsoever, and orders will be sent ahead that special care be taken that no undue delays occur when it is necessary to change crews or engines, or take on water, etc., everything, with the exception of safety and comfort of passengers, will be sacrificed to speed, in order to keep the schedule of 96 hours for the run across the Continent, and to ensure the closest of connections throughout.

STEAMERS IN COLLISION.

S.S. "SULLBERG" COLLIDES WITH "HONGKONG MARU".

1st inst.

A collision occurred in the harbour at about half-past eight o'clock this morning between the steamer *Sullberg*, now under charter to the Hongkong, Canton and Macao Steamboat Company, and the *Toyoko Kisen Kaisha* steamer *Hongkong Maru*. The collision occurred off the Kowloon Torpedo Depot. The damage done is reported not to be of a serious nature.

It appeared that the s.s. *Sullberg*, having a cargo of merchandise from Canton, was desirous of going alongside the *Hongkong Maru* to discharge. When the bows of the *Sullberg* was pointed amidships of the *Maru* boat, Captain Luppi is stated to have telegraphed "full speed astern" to the engine-room, so as to bring his stern around and get alongside. The message is alleged to have been misinterpreted and the engines were put full speed ahead. A collision could not be averted then and the *Sullberg* struck the *Hongkong Maru* amidships on her port side, damaging two plates above water line. The damage done to the *Sullberg*, according to her agents, Messrs. Siemens and Company, was practically nothing.

In consequence of this the departure of the *Hongkong Maru*, which was set for to-morrow, has been postponed.

J. NAKAMURA, a Japanese fireman on board the steamer *Kanji Maru*, left the Police Court on Monday \$5 out of pocket when Mr. Gompertz was over with him for a charge of disorderly behaviour in Ship Street on Sunday night.

S.S. "AKASHI MARU" STRANDED.

PASSENGERS AND CREW RESCUED.

2nd inst.

The Osaka Shosen Kaisha's steamer *Akashi Maru*, which plies between the coast ports and Hongkong, ran on a reef near Amoy on the 31st ultimo.

At the time of the accident there were on board about 100 passengers, many of whom were Europeans, and these were rescued by the China Navigation Company's steamer *Yachang*, which arrived in the harbour this morning, her passengers landing before noon. The *Akashi Maru* is commanded by Captain J. A. Merlin.

On applying at the office of the company this afternoon for particulars relating to the disaster, we were courteously informed that the *Akashi Maru* left Amoy shortly after six o'clock on the morning of the 30th ultimo, bound for Swatow and Hongkong. At about 8.25 o'clock, about two hours' steam from Amoy, the vessel ran into the North Merope or Ling-mun-kae reef, where she at present lies.

This reef is about four miles north-eastward of Lam-tai Island, and about twenty miles south of Amoy. That the ship is damaged there is little doubt, but the extent of her injuries could not be ascertained this afternoon as what damage the steamer sustained was below waterline and the captain had no means at the time of the accident and since then of ascertaining.

The cargo of the vessel was not saved, but the treasure and the mails were transferred to the *Yachang*.

Asked what steps are being taken to save the *Akashi Maru* the manager of the company replied that nothing had been done so far, and that they were only awaiting instructions from the underwriters before anything can be done. It is the consensus of opinion in shipping circles, this afternoon, as far as can be gathered as to the position of the vessel on the reef, that if the weather is satisfactory in that neighbourhood the chances of getting the boat off were good; there is no fear of her breaking up at present.

The *Akashi Maru* is a vessel of 1,571 tons gross. She was built in 1897, by Messrs. Courlay Bros. and Company, of Dundee, Her owners are the Osaka Shosen Kaisha. Her dimensions are: length, 249 ft. 9 in.; breadth, 33 ft. 2 in.; and depth, 17 ft.

DEATH OF CAPTAIN BARNES-LAWRENCE.

2nd inst.

It is with profoundest regret we have to announce the death of Hon. Captain L. A. W. Barnes-Lawrence, R.N., which melancholy event took place to-day at 4.50 p.m. at his residence "The Chateau," from the result of a chill caught during the typhoon of the 20th inst., and the supervening complications. Popular with all with whom he was brought in contact he will be much missed by all who knew him, and deep sympathy is expressed on all sides for his bereaved family, to whom he is so almost suddenly lost.

The funeral will take place at the Happy Valley to-morrow, at 5 p.m.

Who's Who in the Far East says: Lawrence, Captain Lionel Aubrey Walter Barnes-Lawrence (Hongkong), Harbour Master, Captain in retired, May 20, 1855. Served in various expeditions up the River Gambia, in West Africa, in 1876; on the Somali Coast, 1885; with the Naval Brigade during the Kafir War, 1877-78, and throughout the Egyptian Campaign, 1882; lent by the Admiralty for service under the Chinese Government, 1879; employed as Commander in the Naval Intelligence Department, 1892-6; appointed Captain of the Port at Gibraltar, 1898; transferred to Hongkong as Harbour Master, 1902.

Decorations: Captain in the Royal Navy, South Africa War Medals, C.B., Hongkong, Address: "The Chateau," The Peak, Hongkong.—Ed., H. K. T.]

ARMED ROBBERY.

2nd inst.

Two men were arrested by the police at Yaumati yesterday, and charged at the Police Station this morning, with being concerned in an armed robbery which was perpetrated at Kowloon City on the 21st instant. The men gave their names as Wong Choo, a coal coolie, and Lau Yau, unemployed, no addresses.

The circumstances under which Inspector Macdonald's men made the captures were indeed very strange.

The police at Yaumati heard nothing of the robbery, on account of the telephone interruption between the stations. A *lukung*, who was on duty on the road leading to Kowloon City yesterday morning, sighted a coolie carrying a bundle and coming in his direction. The policeman waited for the man to pass, but instead of that the man, feeling that he was being watched, dropped the bundle and bolted.

The coolie, who apparently knew what was coming, took up the chase and captured the coolie after a hard sprint. He was removed to the Yaumati Police Station. There the coolie was searched and among some jewellery a loaded revolver and thirteen cartridges were found in his pocket. The man was closely examined. He said the jewellery found were his property, notwithstanding that some of the trinkets were those used by the opposite sex. He also said that people at Ma-tai-wai could speak as to his conduct. Inspector Macdonald dispatched the prisoner in company with the *lukung* to Ma-tai-wai to learn something about the man's conduct. Half way to Ma-tai-wai the coolie told the *lukung* the story of the robbery and admitted taking part in it. In consequence of that the coolie was taken to the Kowloon City Police Station where the man's story corroborated with one made to the police on the day of the robbery. Information given by the prisoner led to the arrest of another man at No. 1, McGregor Street, Wanchai.

According to a story told the Kowloon City police by the victims of the robbery, the prisoners, broke into No. 16 Chuk Un, a village near Kowloon City, at about 2 o'clock on the morning of the 21st. The inmates—2 men and 2 women—were asleep at the time. The noise the robbers made awoke the head of the house, and he was roughly handled by the thugs, who carried lighted torches in one hand and revolvers or knives in the other. After administering the usual threats in case the inmates cried out, the men ransacked the house and left with \$172 in money, 71 pieces of clothing, two gold and one diamond finger rings, and other jewellery, the aggregate value of which was set at \$382 odd.

The case was adjourned.

A SOERABAYA despatch of 22nd ult., to the *Straits Times*, says:—After a heavy bombardment, Den Pasar, the capital town of Badong, in the island of Bali, has been captured by the Dutch troops. The Raja of Badong stabbed himself to death, and some hundreds of his family lost their lives during the sack of the town. Very tragic scenes are reported. The Dutch casualties numbered 4 dead and a dozen wounded. The resistance offered by the rebels is probably broken.

CLAIM FOR JEWELS SOLD.

SICK, BUT UNCERTIFIED, DEFENDANT.

1st inst.

In Summary Jurisdiction this morning, Mr. Honour Mr. A. G. Wise, Puisne Judge, presiding, the Nam Ching firm of Jewellers, of Queen's Road Central, sued Li-Sau Nam, for recovery of the sum of \$269, being the amount due by the defendant to the plaintiff firm, for jewels sold and delivered, and for costs.

Mr. K. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff firm, Mr. F. X. d'Almada e Castro representing the defendant. When the case was called on Mr. d'Almada e Castro applied for an adjournment on account of his client being sick and unable to appear.

His Honour said he remembered this case, and it appeared to him that there had already been a good many adjournments for the same reason.

Mr. Gardiner opposed the application, stating that on the last occasion the defendant was ordered to file a doctor's certificate, but had not done so.

His Honour: Yes, I remember; what have you to say Mr. d'Almada?

Mr. d'Almada e Castro: Well, my Lord, my client is still sick.

His Honour: I then why has he not produced a doctor's certificate as ordered?

Mr. d'Almada e Castro: I told him to do so, my Lord; I don't know why he hasn't done so.

Mr. Gardiner: I oppose the application, my Lord. The defendant has disobeyed the order of the Court; and I submit I am entitled to judgment.

His Honour: Very well, Mr. Gardiner, prove your case.

The managing partner of the plaintiff firm then proved the claim, and his Honour gave judgment for plaintiffs with costs.

FUTURE OF COMMERCE AND INDUSTRY.

VIEWS OF HIRON SHIBUSAWA.

Hiron Shibusawa, the well-known Japanese baron, in an interview with a representative of the *Nichi-Nichi*, has expressed himself as follows regarding the future of commerce and industry in Japan:

Foreigners, not well acquainted with the real condition of Japan, may consider the burden of the war has imposed on the people too heavy a burden and that the future of the commerce and industry is doomed. Considering that Japan is called upon to pay annually something like 200 million yen for foreign credits in interest alone, her liabilities are by no means light. But when the remarkable progress she has made in the past is taken into consideration there is no reason to doubt that similar economic activity will be witnessed in the future, despite the debt with which the country is hampered. The nation's wealth has been multiplied several times during the last decade and there is good reason to assume that this state of things will continue at an even more rapid rate than in the past. The First Bank, in which I am interested, for instance, had only 20 million yen of deposits ten years ago, but these have now increased to 50 millions. The capital of the bank, likewise, has increased from five to ten million yen. As far as I can see there are very few obstacles in the way of the future development of commerce and industry. The progress of the railways and the introduction of foreign capital will do much towards augmenting the productive power of the country.

Time has worn away the dissatisfaction felt regarding the peace terms, the policy of the Government towards the management of the Manchurian railway is now assured, while the administration of Korea is surely, if not quickly, being put into shape under the experienced guidance of Marquis Ito. Such being the case, it is not surprising that industrial circles should begin to wear an aspect of activity as at present. The spheres in which the energies and enterprise of the Japanese may be directed have been greatly enlarged compared with ten years ago, and their activities continue unchecked for another decade the national power will have made great advancement.

When the Manchurian railway is completed and in good working order it is certain that various enterprises will spring up in Manchuria. Already water-works and electric light enterprises have been projected by Japanese at Newchwang, while, going still farther afield, the establishment at Hankow of a flour mill and a fire insurance company is under contemplation. The railway and banking business may already be regarded as successful to a certain extent, and it is not surprising that the same will be the case in the future.

Turning to the industrial prospects at home, it will be observed that the foundation has already been laid for some of the large industries such as spinning, weaving, and mining, but there is still ample room for smaller industries. As indicating the security felt in the prospects of the country I may mention a proposal for the joint establishment of a glass factory in Japan with a capital of ¥1,000,000, while an Englishman has applied to me for the starting of a celluloid factory. Surely there will be many other enterprises which will prove profitable. The most important question at issue is how to supply the existing factories and those to be started motive power at a minimum of cost. This problem is to be solved by the establishment of several water-power electrical companies which are projected in Tokyo, Osaka, Nagasaki and other places. When these enterprises are commenced and have become producing factors, the country's debt will be refunded with much less difficulty than is imagined by some people.

Japan Chronicle.

Ting Japan Chronicle of 22nd Sept. says:—Yesterday there arrived at Kobe several of the members of the excursion party arranged by the *Los Angeles Times*. They number in all 140, and are taking the round trip on the *Dakota*. The party has visited San Francisco, Shasta Springs, Portland, Seattle, and Yokohama, and it is unfortunate that the weather has been so unpropitious that they have not seen Kobe at its best. A trip to Kyoto is arranged for to-day. It is hoped that the Great Northern Company will be induced to run the *Dakota* to Manila, so that the excursionists may complete the programme arranged on that vessel. It seems to have been a very jolly trip altogether, and the arrangements have been most successfully carried out. The *Times Special* has been published on the *Dakota* during the voyage across the Pacific and the members of the staff of the journal who accompany the party have been sending descriptions of the trip from the different points. The representatives of the *Times* are General H. G. Otis, Messrs. E. F. Dismant, J. Baum, D. W. Carlson, J. R. Smith, and Mr. M. Pfaffinger. The *Times* Oriental Party is to return this way, and it is to be hoped the weather will be better then, so that the excursionists may return to the States with a good impression of the port.

SAVING THE S.S. "KINSHAN."

INTIMIDATING LABOURERS.

CAPT. CLARKE PROSECUTES.

Captain W. E. Clarke, acting secretary of the Hongkong, Canton and Macao Steamboat Company, Ltd., was able to attend the Police Court this morning to prosecute the four coolies who were remanded some days ago for behaving in a disorderly manner at Tai-lam-chung on the 28th ultimo. Asked by Mr. Gompertz what was the nature of the disorderly behaviour, Captain Clarke explained that the defendants were intimidating the native labourers, at Tai-lam-chung, who were employed in trying to refloat the steamer *Kinshan*. A few hundred persons were being employed by the company and they were paid thirty cents per tide, that was about two or three hours' work a day. The defendants came on the scene and intimidated the natives to demand from the company sixty cents per tide or no work would be done. There was some difficulty at first and finally the labourers were given what they demanded. Some days later the defendants intimated that the wages of the labourers should be transmitted through them and not paid to each man individually or else there would be no work done. This, it was alleged, was done, and it was later learned that instead of paying the labourers the proper wages—14, sixty cents per tide, the accused were only paying the workers ten cents per hour, pocketing the balance. In conclusion, Captain Clarke remarked that the three hundred men and women were perfectly willing to work on the *Kinshan*, but they wanted the defendants removed.

ALLEGED MANSLAUGHTER.

CHARGE AGAINST WARDER AFTERED.

1st inst.

The charge of common assault preferred recently against George Street, a warder in the Victoria Gaol, by Mr. R. H. A. Craig, Superintendent of the Victoria Gaol, in which it was alleged that Street had committed a manslaughter, had been altered at the Government Civil Hospital, had to be altered at the Police Court this morning.

On arrival at the hospital the prisoner—Wong Luk—had to undergo an operation for a rupture in the region of the spleen. This did not prove a success, and Wong Luk died on Saturday night.

When the case was called on this morning, Chief Detective Inspector Hanson appeared to prosecute on behalf of the Police, and Mr. E. Grist, of Messrs. Wilkinson and Grist, appeared for the defendant, who pleaded not guilty to a charge of manslaughter.

Mr. Grist understood that the deceased had made a dying statement in the presence of the accused and he wanted a copy of that statement before he could proceed with the case.

Mr. Grist replied that he had not seen the dying statement and directed Mr. Grist to the Registrar-General, who said, would probably be in possession of the original statement.

Mr. Grist then applied for an adjournment which was allowed until the 5th instant. The prisoner was released on bail in the sum of \$500.

EVIDENCE FOR PROSECUTION HEARD.

Chief Detective Inspector Hanson was sworn in and Mr. H. J. Street was sworn in. This afternoon, at the Police Court, a charge of manslaughter, Street is alleged to have assaulted Wong Luk, a prisoner in the Victoria Gaol with his truncheon on the 24th ultimo, causing his death some time afterwards. Seven witnesses were to be examined for the prosecution.

Mr. F. B. L. Bowley, Crown Solicitor, of Messrs. Denny and Bowley, prosecuted on behalf of the Crown, and Mr. E. Grist, of Messrs. Wilkinson and Grist, represented the prisoner. Chief Detective Inspector Hanson was sworn in and Mr. H. J. Street was sworn in.

The Crown Solicitor proceeded to give an outline of the case. He said that the deceased was a Chinaman, and was sent to gaol on the 21st ultimo, for fifteen days, for being in unlawful possession of a quantity of goods, for which he could give no satisfactory explanation to the police. On the morning of the 24th September, the deceased was examined by a prison doctor and was certified as fit for "number one hard labour." On the morning of the 24th September, the deceased was put to hard labour at 11.45 o'clock. At that time defendant held charge of the lower yard where the men were doing hard labour. The hard labour consisted of shot drill and stone-lifting at alternate half hours. On the day in question defendant was only on duty from 11.45 a.m. to 1.15 p.m., at which time defendant was relieved by Warden Walter Savage. Mr. Bowley, continuing, said that Savage would inform the Court when he was called that from the time he relieved defendant until 4.15 p.m. that day, when the prisoners were marched to their cells, nothing particular had occurred. Defendant passed the night in his cell, and at 5.15 o'clock next morning the men were paraded again for hard labour. On this day defendant took charge of the gang at 6.15 a.m. and some two hours later he was relieved by Warden Walter Savage. While the men were at work defendant went to fall in with the men and to be relieved by the prison doctor. The man was then examined by Dr. Moore, medical officer of the Gaol, and finding the man's condition very serious, Mr. Craig was communicated with, who took down in writing a statement made by defendant. In that statement defendant complained of being assaulted by a European warder. Several European warders were paraded before defendant's bed and he picked them up one by one, and the defendant, who, he added, struck the man on the left side with his truncheon, without saying a word. The man gradually got worse and he was removed to the Government Civil Hospital for treatment. It was found necessary to operate on the deceased for a rupture. While under the operation defendant's spleen was removed. This operation was performed by Dr. Koch, and a little time later the patient died from shock. His corpse was taken back to the gaol mortuary and a post-mortem examination held by Mr. Moore, who, he concluded, Mr. Bowley was of opinion that death was caused by the rupture of the spleen.

Mr. R. H. A. Craig was the first witness called and examined, and in cross-examination by Mr. Grist, said he had never heard of a prisoner dying or rupturing his spleen while at hard labouring. He explained that a prisoner had every possible chance of complaining to the principal warder in case he had a grievance, as that officer went round the gaol four times a day, and that no complaint was made by the deceased to any gaol official. In fact witness passed deceased a few minutes after the alleged assault was said to have happened but he made no report. Mr. Craig was further cross-examined at some length, after which Mr. Moore was called to the witness stand to speak as to the result of the post-mortem examination he held on the body of deceased.

The case was then adjourned.

POST OFFICE PROSECUTION.

2nd inst.

Teang Fung, a coolie, with no permanent address, was arraigned before Mr. F. A. Hazland, at the Police Court, this afternoon, on three serious charges.

The charges laid against the defendant were made out by the Postmaster General, Mr. L. A. M. Johnston.

It was alleged on the first charge, that defendant, on the 25th ult., with intent to injure some other person, did open four registered covers that were addressed to one Kwong Man Fung. The second charge was that defendant unlawfully did steal from one of the letters a bank draft (No. 5140) for \$302, and the third charge was that he unlawfully obtained the four registered covers from the Postmaster-General by using a false chop.

Mr. G. E. Morrell, of Messrs. Denny and Bowley (Crown Solicitors), appeared for the prosecution, while defendant, who denied the charges, being unrepresented.

Evidence was called which showed that Kwong Man Fung was formerly the manager of a native import and export firm, now bankrupt, and that the defendant was a *fokei* in the firm. When the firm became bankrupt the defendant's services were dispensed with. Being acquainted with the workings of the business and knowing that at intervals the firm received drafts from business houses at San Francisco and Seattle, the defendant, as alleged, manufactured a chop closely resembling that of the bankrupt firm and on the day in question called at the Post Office and asked for letters addressed to Kwong Man Fung. Four registered letters were handed him, for which he chopped a receipt. An hour or two later Kwong Man Fung called for the letters and was

surprised to hear that they had been handed over to another person. Having his suspicions as to who that person was Kwong Man Fung and a Post Office official located the defendant in a house in the Central district. The letters were found there too. The defendant was removed to the station and on being searched there the draft mentioned above was found in his pocket.

Prisoner was committed to trial at the next Criminal Sessions.

"CANARIEN" AT YAU MATI.

UNFORTUNATE FLIGHT OF TWO CHINESE.

3rd inst.

Two men—one a respectable shopkeeper and the other a suspicious character—came before Mr. H. J. Gompertz, at the Police Court, this morning, on a charge of being on the premises of the Po Hing Theatre, Yau mati, with intent to commit a felony. Sergeant Appleton, who prosecuted, said that he did not think the shopkeeper was guilty of the charge—he was only following another man's lead. He said that the shopkeeper on passing at the back of the Po Hing Theatre, at about one o'clock this morning—the theatre playing the whole night on account of the festival—saw the first defendant going up to the roof of the theatre by means of a ladder. The shopkeeper thought it was a good idea to save a few cents and so followed the first defendant up the ladder with the intention of viewing the performance from the skylight. The coolie was not there to "see things" for he suddenly disappeared through a skylight into the room of the theatre's accountant. Unfortunately for the coolie he lost his hold on the skylight and fell with a crash below. The accountant got a scare at first, but he seized the intruder and handed him over to a policeman. On the way to the station with his prisoner the policeman saw the ladder, by which means the men climbed the roof, and he signalled the sergeant, who went up the ladder to see if there were any more of the coolies like above. The sergeant was greatly surprised to find the shopkeeper lying flat on his stomach, peering through the skylight at the show, and as much as ease and amused as if he were in a box seat. The innocent shopkeeper was dragged from his perch and marched to the station. When questioned about their previous night's escapade the shopkeeper said he went there to see the show. The coolie gave the same excuse. "But how came you to be in the accountant's room?" queried the Court. "I fell through the skylight," promptly replied the coolie. They were both discharged with a caution.

TEAHOUSE RIVALRY.

ALLEGED ATTEMPT TO STRANGLE AN OLD MAN.

4th inst.

A good deal of excitement was occasioned at Aberdeen this night last week when news leaked out that the *fokei* employed in a tea shop, at No. 71 Aberdeen Road, had attempted to strangle the master—an old man—of a rival house, No. 53 Aberdeen Road. Word got to the ears of Inspector Dymond, officer in charge of Aberdeen Police Station, who rushed down to the tea house in question, breaking all previous records. A *loking* accompanied the inspector. On arrival at the scene the officers were just in time to stop the tea-house men from putting up their shutters, which they were doing when the policemen arrived. The premises were then inspected, and in a corner of the house, all huddled up, and lashed by his queue to the foot of a stool was the old man, who, when he was released, was found in a position, and a few arrests made. When the party got back to the station the old man was asked to tell his experience of the trouble. He said that just after his meal he left his tea-house and went down the road to visit some friends. On passing his rival's tea-house several men rushed out at him, dragged him into the shop, and lashed him to the stool where the policemen found him and then they started to close shop. He did not know what was the cause of such ill-treatment, nor would the other party explain to the police the reason for taking such harsh measures. Through inquiries made, however, the police were able to learn the origin of the whole affair. The two tea-houses have had an old standing grievance. Not only that, the *fokei* of both houses hold a grudge against each other. In consequence of that the *fokei* in No. 71 were alleged to be always raising trouble with those of No. 53 in order to draw them into a fight. Finally the latter would not, knowing that numbers were against them, and so the matter went on until the evening of the 28th ultimo. When the *fokei* of No. 71 saw the master of No. 53 coming along they arranged that he should be dragged into the shop, having in their minds at the time that when those at No. 53 heard of the treatment meted out to their master they would attempt to rescue him and the long-looked-for fight would come off. In this they were mistaken. As soon as the *fokei* of No. 53 heard of the kidnapping they reported the matter to the police and the arrest followed.

THE "OVERSEA" MAIL.

SECOND SAILING.

4th inst.

The R.M.S. *Empress of India* left Vancouver on Tuesday morning, October and, on time. This steamer is the second sailing under the Accelerated Schedule of the C.P.R. Co. and her departure from Vancouver on time will doubtless be interesting to the public at large. She carries the mails brought over by the *Empress of Ireland*, which left Liverpool on the 21st of September, and same are due to arrive in Hongkong on the 21st of October.

THE HARBOUR WRECK.

SALVAGE RESUMED.

4th inst.

The typhoon of Saturday last was responsible for the temporary cessation of all salvage operations in the harbour. Work has since been resumed and we understand that considerable activity is in progress on the different wrecks in the harbour.

THE S.S. "CHINKAI MARU."

Dock cargo-boat No. 8 is off Kelle's Is., where the foundered *Chinkai Maru* lies. The pumps were restarted yesterday and have been at work continuously with the result that the water in the hold of the Japanese steamer is once again above water. We believe the operations to-day were directed by a high official of the Dock Co.

About the same place where the *Chinkai* went down a P. & O. lighter also lies sunk. Preparations are being undertaken by Dock operatives to refloat her.

"A. P. HITCHCOCK."

An inspection of the sailing ship *S.P. Hickcock's* damage was made to-day by divers of the Dock Co., whose report cannot yet be ascertained.

THE S.S. "KWONG-TUNG."

will be refloated by Chinese. From our information the work has been let to the firm of Kwong Hip Loong, who succeeded in under-bidding a tender from a British firm of engineers. We believe the Chinese salvage party are undertaking to refloat the river boat for a sum not exceeding \$20,000 or thereabouts. A cheap enough job!

THE C.P.R.'S "MONTAGLI."

As will be seen from the amended advertisement of sailings of the C.P.R. Co. the stay in dock of the *Montagli* promises to be a lengthy one, probably quite two months if not longer. She is at present on the blocks in No. 1 dock; but as one of the *Empress* steamers will require her dock overhaul, it may be necessary for the *Montagli* to vacate her berth temporarily.

There has been no news from the *Kinkai* and *Heungshan* to-day; but from Capt. Clarke's evidence at the Magistrate's yesterday it may not be many days before we see the *Robert Cook* leaving her trail across Capatsum for Brothers' Point.

NEW HAMBURG-AMERIKA STEAMER.

S.S. "HAMBURG."

3rd inst.

When the Hamburg-America Line's steamer *Hamburg* entered this port on Monday, she arrived here on her maiden trip to the Far East, and up to the date of her arrival, she was the largest ship to call here. Yesterday morning, from ten o'clock till noon, she was open for inspection by visitors, and a goodly company of those interested in shipping matters assembled to inspect the latest addition to the fleet of this company's steamers. The *Hamburg* is specially built for the tropics, having large, well-ventilated cabins, single, double, family, and suites, the single cabins being, a novelty in passenger steamers, and intended for ladies or gentlemen preferring to have a cabin to themselves. The berths are the ordinary wooden bunk, built one above the other, but the iron bedsteads, set separately along the sides of the cabin, with double washstands between on one side, and a well upholstered settle of large dimensions opposite, wardrobes, and chests of drawers filling the space behind the doors. The saloon is bright and airy, the scheme of colour there, as in the spacious smoking and music rooms being followed out in white, green and gold. In the music room is also a small library of magazines, and the bathroom and lavatory accommodation is quite up to date, while stowed away in a corner near the gentlemen's cabins is a convenient little bar. In the saloon there is accommodation for 52 people to be seated and attended to at once, the pantries and kitchens being just about the saloon. The vessel is fitted throughout with electricity, and electric fans are provided whenever required. A duly qualified doctor is carried, and his services and drugs are given free to passengers requiring them. Stewards, laundrymen and barbers are also carried, and every attention is paid to the comfort of passengers.

The *Hamburg*, like her sister boat next to arrive, the *Albatross*, is a steel twin-screw steamer of 6,436 tons net, having a length of 465 feet, 52 feet beam, and 25 feet depth. During the voyage out she easily maintained an average of 13 knots.

THE LATE HON. CAPTAIN BARNES-LAWRENCE, R.N.

THE FUNERAL.

FULL NAVAL HONOURS.

3rd inst.

All that was mortal of the late Hon. Captain L. A. W. Barnes-Lawrence, R.N., Harbour Master and Marine Magistrate, whose untimely death is deeply deplored throughout the Colony, was laid to rest in a peaceful spot in the Protestant Cemetery, at the Happy Valley, with full naval honours and a concourse of very large and representative concourse of friends and sympathisers, whose presence testified to the esteem in which the deceased gentleman was universally held. At 5 p.m. the funeral cortege commenced to wend its way from the Naval Hospital, at Wanchai, to God's Acre, the resting place of "those who go before." First came the firing party, supplied by H.M.S. *Dalton*, under command of Captain Grant-Dutton, who, reversing, they being followed by the uncarved casket, rested the coffin, containing the body of him who was about to be buried, covered with the Union Jack, and drawn by blue-jackets, from His Majesty's ships in harbour, a party also marching beside the gun-carriage. Immediately after the bier walked His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., who acted as Chief Mourner, and who was supported by all the members of the Executive and Legislative Councils, of the latter of which the late Captain Barnes-Lawrence had been a member ever since his arrival in the Colony in January, 1894, the members acting as pall-bearers. After them came a naval detachment, consisting of 100 men, followed by a military detachment of 100 men, and 100 civilian cadets. Commodore Pigott Williams with his staff marched at the head of the naval contingent, Colonel Darling with his staff taking his place at the head of the military contingent. The Captain of H.M.S. *Tamar* was in general charge of the funeral arrangements, while the blue-jackets forming the firing party and escort were made up as follows:

H.M.S. *Florida*..... 80

"Tamar"..... 50

"Albatross"..... 30

"Dorset"..... 15

"Robin and Moorhen"..... 15 in all

"Rams"..... 5

The naval officers wore crape bands on their left arms, with crape sword-knots and black boots, the men wearing black silk handkerchiefs tied round their arms.

Some slight distance in advance of the cortege marched the Band of the Royal West Kent, under Bandmaster McKelvey, who played funeral marches as the mournful procession passed on its way to the cemetery, the rear being brought up by a very long stream of friends and mourners, among them being the staff of the Harbour Department, some walking, some in rickshas, while half the Colony, consisting of representatives of the Chinese and foreign communities, were waiting to meet and pay their last respects to him who had gone. At the grave site the Anglican Ritual to be observed at the Burial of the Dead, than which there is none more beautiful, was impressively rendered by the Venerable Archdeacon Bannister, the vast concourse listening with deep and sympathetic attention. And here the coffin was seen for the first time, as the Union Jack was removed, revealing the casket in its last resting place. The coffin was of oak-wood, covered with black velvet and heavily ornamented with gun-metal, which metal also formed the handles.

Many beautiful wreaths and floral trophies, most of them in the design of an anchor, in

memory of the profession of the deceased, were sent or taken to the grave, amongst others being offerings from—Deputy Inspector General and Mrs. Thos. D. Gimlette, Hon. Dr. J. M. Atkinson, P.C.M.O., Mr. H. F. Hickman, Mr. R. Thos. Dalton, Major and Mrs. Ross, Dr. and Mrs. Newell Wilson, Mr. and Mrs. Craddock, Staff Surg. Mowat and Mrs. Mowat, Capt. W. E. Clarke, Mr. and Miss Clark, The Officers 11th Infantry, Ward Room Officers, Mr. and Mrs. Tamar, Mr. H. H. Gompertz, Mr. and Mrs. A. H. Skottowe, Miss Barker, Miss Violet Barnes-Lawrence, Miss Barnes-Lawrence, Mrs. Barnes-Lawrence, Hon. Mr. T. Sercombe Smith, Mr. and Mrs. Jas. Macdonald, Mr. and Mrs. Alfred G. Wise, David Sansoon & Co., Mr. W. R. Law, Board of Directors of M.E.A., Hon. Mr. and Mrs. John Gregory, Nam Tai & Co., Mr. L. F. Crook, Mr. Wing Mow Seng, the workmen and passengers of the Harbour Department, the "Officers of the Harbour Department," The "European" and the "Chinese Staffs of the Harbour Master and Shipping Department," V. C. Botelho (Passage-broker), Tak Kee and Co., the "Chin" Merchants, S. N. Co., the Yuk On S. Co., Chee Wo and Co., Mr. Fung Yau Chun, Wing Kee and Co., Francisco Teyat, and others. Exigencies of time and space render it impossible for us to give to-day more than a partial list of those who sent floral tributes, and of those who were present at the funeral on equies. A complete list will, however, appear in our next issue.

CANTON INSURANCE OFFICE, LIMITED.

The report for presentation to the shareholders at the twenty-fifth ordinary meeting, to be held at the offices of the general agents on Saturday, 20th October, at noon:—

The general agents and consulting committee beg to submit to the shareholders the final accounts for the year 1905:

1905 ACCOUNT.

The balance at credit of this is \$67,750.93 which it is proposed to appropriate in the following manner:—

A dividend of \$25 per share.....\$100,000.00

Addition to the reserve fund.....75,000.00

Addition to re-insurance fund.....34,112.44

Amount written off gold securities.....25,000.00

Balance carried forward to next account.....231,618.49

Total.....\$67,750.93

Owing to the rise in exchange the General Agents and Consulting Committee have decided to appropriate \$24,000 to provide for the decline in the Company's gold securities as expressed in silver. These securities now stand in the Company's books at their market value.

CONSULTING COMMITTEE.

Since the last meeting Mr. E. Shellim resigned his seat on leaving Hongkong for Europe, and Mr. R. N. Nathan was invited to fill the vacancy. This appointment requires the confirmation of shareholders.

The Hon. Sir Lau Chater, C.M.G., Messrs. F. Maitland, H. P. White and G. C. Moxon retire, but being eligible, offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. W. H. Potts and H. Percy Smith, F.C.A., who being eligible, offer themselves for re-election.

JARDI & MATHESON & CO., GENERAL AGENTS.

Hongkong, 29th September, 1906.

STATEMENT OF ACCOUNT FOR THE YEAR ENDING 31ST DECEMBER, 1905.

Liabilities.

Capital subscribed.....\$2,500,000.00

Amount paid up.....1,000,000.00

Reserve fund.....1,600,000.00

Re-insurance fund.....165,887.10

Outstanding dividends.....8,043.60

Accounts payable.....82,994.46

Balance of working account, 1905.....567,750.93

Total.....\$2,924,675.95

Assets.

Cash on current account with Hongkong & Shanghai Banking Corporation.....\$69,208.87

Fixed deposits with Banks in Hongkong.....225,000.00

Mortgages and debentures in Hongkong and Shanghai.....7,021,528.52

Chinese Government Bonds, 1895.....44,078.18

United States bonds (4 per cent. Loan, 1915).....400,000.00

Japanese Government Bonds.....161,860.38

Total.....\$2,924,675.95

WORKING ACCOUNT.

Losses and claims paid.....1,182,771.82

Charges, including directors', auditors' and survey fees, agents' expenses, &c.....83,010.04

Commissions.....135,619.70

Balance as above.....567,750.93

Total.....\$1,969,161.49

Amount brought forward from last account.....\$211,540.38

Net premium received, less returns and re-insurances.....1,554,809.20

Interest.....200,350.62

Transfer fees.....67.00

Exchange.....2,394.29

Total.....\$1,969,161.49

WILLIAM POWELL, LTD.

The report for presentation to the shareholders, at the fifth ordinary general meeting, to be held at the Company's premises, Des Voeux Road Central, on Saturday, 11th inst., at 12 o'clock noon reads:—

To the shareholders of William Powell, Ltd. The directors beg to submit their report on the working of the Company for the year ending 30th June, 1906.

The profit and loss account, including the sum of \$166.95 brought forward from last account, as a credit balance of \$20,669.17 from which has to be deducted the interim dividend of 5% paid on April 10th last, and directors' and auditors' fees, leaving \$18,869.17 which your directors propose to appropriate as follows:—

To pay a final dividend of 3%.....\$4,320.00

To write off bad and doubtful debts.....5,500.00

To provide for stock and doubtful debts.....87.11

To carry forward to next account.....182.6

Total.....\$18,669.17

Directors.—Messrs. W. H. Gaskell and G. C. Moxon, the retiring directors, being eligible, offer themselves for re-election.

Auditor.—The accounts have been audited by your auditor, Mr. H. Percy Smith, Fellow of the Institute of Chartered Accountants, who is eligible and whom your directors recommend for re-election.

W. H. GASKELL, Chairman.

Hongkong, 4th October, 1906.

BALANCE SHEET 30TH JUNE, 1906.

Liabilities.

To Capital authorized and issued.....\$150,000.00

15,000 shares at \$10.....150,000.00

Sundry creditors.....15,931.04

Bank.....31,776.69

Unclaimed dividends.....44.50

Equalization of dividend account.....4,500.00

Profit and loss account.....10,869.17

Total.....\$201,101.40

Assets.

By Sundry Debtors.....\$10,027.59

Fixtures and fittings.....10,627.87

Investment at cost.....2,450.00

Stock on hand as per managers' certificate.....167,666.91

Cash in hand.....1,374.53

H. K. & S. Bank, dividend account.....24.50

Total.....\$212,201.40

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1906.

Dr.

To Interim dividend @ 5% cents per share.....\$7,500.00

Directors' and auditors' fees.....2,400.00

Balance.....10,869.17

Total.....\$20,669.17

Cr.

By Balance from 30th June, 1905.....\$67.95

Dividend on investment.....39.50

Transfer fees.....30.50

Bad debts recovered.....76.13

Balance of working account.....19,535.39

Total.....\$20,669.17

A FASHIONABLE WEDDING.

MULLER-BERKELEY.

4th inst.

A very pretty and interesting wedding took place this afternoon at St. John's Cathedral when Captain Muller, R.M.D.I., Naval Intelligence Officer attached to H.M.S. *Tamar*, and Miss Muller, Miss Muller, Miss Muller, Surrey, England, and Miss Katherine Berkeley, eldest daughter of the Hon. Sir Henry Berkeley, K.C., K.C.M.G., General of Hongkong, were made one in the bonds of holy wedlock by the Rev. H. Longridge, R.N., vicar of the new Church of St. Andrew's at Kowloon.

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5276.

號九十月八年二十三緒光

SATURDAY, OCTOBER 6, 1906.

六拜禮

號六月十英曆

\$30 PER ANNUM, SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$20,250,000
STERLING RESERVE.....\$10,000,000
SILVER RESERVE.....\$10,250,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:

A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
G. Balloch, Esq.,
R. Shaw, Esq.,
Hon. Mr. W. J. Gresson,
N. A. Siebs, Esq.,
C. R. Lenzmann, Esq.,
H. E. Tomkins, Esq.,
D. M. Nissim, Esq.

ACTING CHIEF MANAGER:

Hongkong—H. E. R. HUNTER.

ACTING MANAGER:

Shanghai—W. ADAMS GRAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

H. E. R. HUNTER, Acting Chief Manager.

Hongkong, 17th September, 1906. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

H. E. R. HUNTER, Acting Chief Manager.

Hongkong, 30th May, 1906. [22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP, Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank),

Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder,

Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawer & Co.,

Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt a/M.,

Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln.,

Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST Allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER, Manager.

Hongkong, 26th May, 1906. [24]

NEDELANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).

RESERVE FUND FL. 5,000,000 (£417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pekalongan, Paseroean, Ilitjap, Padang, Medan (Deli), Palembang, Kotabradja (Achese), Telok-seinawe (Achese), Bandjermain.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2 1/2 per annum on daily balances.

Fixed Deposits 12 months 4 1/2 per annum.

Do 6 do 4 do.

Do 3 do 3 1/2 do.

L. ENGEL, Agent.

Hongkong, 28th February, 1906. [28]

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

Latest Improvements Including PORCELAIN FILLINGS.

HOTEL MANSIONS, Pedder Street.

Hongkong, 1st June, 1906. [517]

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED.....Yen 24,000,000

CAPITAL PAID-UP....." 21,000,000

CAPITAL UNCALLED....." 3,000,000

RESERVE FUND....." 13,700,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO, HONOLULU, NAGASAKI, SHANGHAI, LYONS, NEWCHANG, AN FRANCISCO, MUKDEN, BOMBAY, PORT ARTHUR, TIENTSIN, CHEFOO, PEKING, DALNY, KOBE, TIELING, LONDON, OSAKA, NEW YORK.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LONDON, PARKS BANK, LONDON, THE UNION OF LONDON AND SMITH'S BANK, LONDON.

HONGKONG BRANCH—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI, Manager.

Hongkong, 22nd September, 1906. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£20,000,000

RESERVE LIABILITY OF SHAREHOLDERS.....£20,000,000

RESERVE FUND.....£9,750,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " " " " 3 " "

" " " " " 2 " "

" " " " " 1 " "

T. P. COCHRANE, Manager.

Hongkong, 16th May, 1906. [13]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORIZED.....\$10,000,000

CAPITAL PAID UP.....\$3,250,000

RESERVE FUND.....\$3,250,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED, UNION OF LONDON AND SMITH'S BANK, LTD, BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.

6 " " " 3 " "

3 " " " 2 " "

H. PINCKNEY, Manager.

No. 9, Queen's Road Central, Hongkong, 19th September, 1905. [20]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement of the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.

Hongkong, 27th August, 1906. [67]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS AT CURRENT RATES.

SIEMSEN & Co. Agents.

Hongkong, 28th May, 1895. [58]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI, CHINGWANTAO, MOJI & KOBE	PERA	About 14th October	Freight only.
SHANGHAI	DELTA	About 18th October	Freight and Passage.
LONDON, &c., via usual Ports	DELHI	20th Oct.	Freight and of Call
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MANILA	About 25th October	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 6th October, 1906.

Intimations.

LANE, CRAWFORD & CO.

JUST RECEIVED NEW STOCK OF

FOOTBALL BOOTS.

CHROME

AND

RUSSET

LEATHER.



FROM

\$5

Per Pair.

CHOOKEY and CRICKET BOOTS. SHOOTING BOOTS.

LANE, CRAWFORD & CO.

Hongkong, 4th October, 1906.



CHAMPAGNES, SHERRIES, PORTS, MARSALAS AND MADEIRAS, CLARETS, BURGUNDIES, HOCKS AND MOSELLES, BRANDIES, WHISKIES, GINS, LIQUEURS, BITTERS, ALES, BEERS AND STOUTS.

Telephone

No. 75.

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 21st September, 1906.

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz.:

- Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.
- Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the inquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN ROWLANDS,

Secretary.

Hongkong, 6th July, 1906. [709]

Intimations.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHU, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chong, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokotaka, Nagoya, Osaka, Kobe, Madras, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milka, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamane and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichinura, Kanada, Mameda, Maerou, Onoura, Otsuji, Sasahara, Tsukuburo, Yoshitani, Yoshio, Yonokiba and other Coals.

S. TANAKA, Manager, Hongkong.

THE CITY OF PARIS,

2, PEDDER STREET,

(OPPOSITE THE HONGKONG HOTEL),

MADAME FLINT, Manageress.

SPECIAL LOW PRICES

FOR

AUTUMN COSTUMES.

SEE DESIGNS IN OUR WINDOWS.

Hongkong, 11th September, 1906.

[855]

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. L. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 recommendations, which I have received from all sources.

Hongkong, 16th November, 1905.

[55]

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).

STUFFED OLIVES.

SARDINES (Boneless).

Do AU CITRON.

FISH PASTE FOR SANDWICH.

PUREE DE FOIE GRAS Do.

AND

Other Picnic size tins of PRESERVES.

FRENCH BISCUITS.

HUNTLEY & PALMER'S BISCUITS and

CAKES.

CROSE and BLACKWELL'S SAUSAGES, STREAKY BACON, BATH CHOPS, &c.

ALSO

GERMAN SAUSAGES, ASPARAGUS, and other

VEGETABLES.

Hongkong, 21st July, 1906.

[116]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 4000 cubic feet of COLD STORAGE available at EAST TOWER. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 22nd June, 1905.

[171]

KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 2,338 tons Captain W. A. Valentine.
 "FATHAN," 2,250 " " R. D. Thomas.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 7 P.M. On Sundays at Noon.
 Departures from Macao to Hongkong daily at 7:30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,191 tons Captain T. Hamlin.
 Service temporarily suspended.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Willox.
 "NANNING," 509 " " C. Burchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 2 A.M. and the other leaves Wuchow for Canton on the same days at 4:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 27th September, 1906.

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	First half October	JAPAN VIA SHANGHAI	Second half October
TJIPANAS	JAPAN	Second half October	JAVA PORTS	Second half October
TJILIWONG	JAPAN	First half November	JAVA PORTS	First half November
TJIMAHU	JAVA	First half November	JAPAN VIA SHANGHAI	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	Second half November

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 29th September, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "SANTAN" and S.S. "SAN-UI".
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.
 The steamers sail from HONGKONG to SAMSHU, SHUING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip

\$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

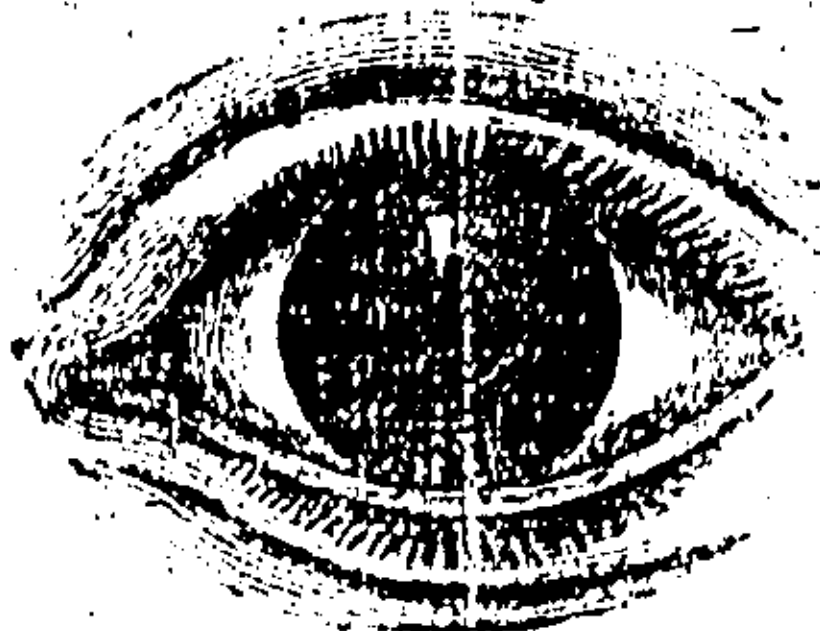
For further information, apply to—

BUTTERFIELD & SWIRE.

AGENTS,
WEST RIVER BRITISH S.S. CO.
HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI.
 21, John Street, Bedford Row, W.C. 59, Despatch Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. CHAUN.
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY,
 37, DES VUEX ROAD CENTRAL.
 From the University of Pennsylvania, U.S.A.
 Hongkong, 22nd July, 1905.

TSIN FING.
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'ARQUILLA STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 22nd July, 1905.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, HUEZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
 SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
 GNEISENAU WEDNESDAY, 10th October.
 PRINZ LUDWIG WEDNESDAY, 24th October.
 PRINZESS ALICE WEDNESDAY, 7th November.
 ROON WEDNESDAY, 21st November.
 BUELOW WEDNESDAY, 5th December.
 PRINZ REGENT LUITPOLD WEDNESDAY, 19th December.
 PRINZ EITEL FRIEDRICH WEDNESDAY, 2nd January, 1907.
 SEYDLITZ WEDNESDAY, 16th January.
 PRINZ HEINRICH WEDNESDAY, 30th January.
 GNEISENAU WEDNESDAY, 13th February.
 PRINZ LUDWIG WEDNESDAY, 27th February.

ON WEDNESDAY, the 10th day of October, 1906, at Noon, the Steamship GNEISENAU, Captain Grosch, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 8th October, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 9th October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 9th October.
 Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardess.
 Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61.0.0	£42.0.0	£21.0.0
Return	91.0.0	63.0.0	33.0.0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.0.0	44.0.0	24.0.0
Return	97.0.0	66.0.0	36.0.0
* TO NEW YORK VIA SUZEL	61.0.0	44.0.0	26.0.0
Via NAPLES, GENOA OR GIBRALTAR	115.0.0	79.0.0	47.0.0
Return	123.0.0	87.0.0	49.0.0
Via BREMEN OR SOUTHAMPTON	68.0.0	47.0.0	27.0.0
Return	123.0.0	87.0.0	49.0.0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS. TONS. SAILING DATES.
 SANDAKAN TUESDAY, 16th October.
 WILLEHAD TUESDAY, 13th November.

ON TUESDAY, the 16th day of October, 1906, at Noon, the Steamship SANDAKAN, Captain G. Wendig, with Mail, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28.-	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.-	£20.-	£14.-	Return £54.-	£36.-
TO SYDNEY	£31.-	£23.-	£15.-	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.-	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$30.00	Return \$120.00	\$120.
TO KOBE	\$95.00	\$70.00	\$35.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail	£97.0.0
Steamer	95.0.0
TO EUROPE VIA AUSTRALIA AND AMERICA	95.0.0
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 SHANGHAI, NAGASAKI, PRINZESS ALICE WEDNESDAY, 10th October.
 KOBE & YOKOHAMA
 SHANGHAI, NAGASAKI, ROON WEDNESDAY, 24th October.
 KOBE & YOKOHAMA
 YOKOHAMA & KOBE WEDNESDAY, 24th October.
 * Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

Via VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, M. S. S. Co. or O. S. S. Co. T. K. K. and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£60.0.0
TO BREMEN	£65.10.0
TO PARIS VIA CHERBOURG	£65.0.0
TO NAPLES, GENOA VIA GIBRALTAR	£65.0.0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 5th October, 1906.

Animations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.6 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveys).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIENS GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PATENT

DAIMLER'S PATENT MOTOR

LAUNCHES,

AGENTS.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

J. O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

[51]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 35, DES VUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., and other leading

Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Apparels to our Dispensary and gave us every satisfaction."

[54] A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

[56]

A WONDERFUL DISCOVERY.

This is the result of research and experiment, when all nature, so to speak, is harnessed by the scientific method for the purpose of curing disease.

Induced many great strides during the past century, and among these the discovery of the importance of the human system is the most important.

Discoveries in medicine come from the observation of the human system, and the discovery of the importance of the human system is the most important.

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The discovery of the importance of the human system is the most important.

Intimation.

Powell's

(28, QUEEN'S ROAD.)

Have just received their

New Stock

of

FOOTBALL

BOOTS.

The "Cert" Registered.

CHROME

Light weight, no pads,
Studs, cut to cap and
joint strap one piece,
Unbreakable Toe

\$6.00

Pair.

RUSSET CALF

Medium weight, one pad,
Bars, Superior quality,
very hard Toe cap—

\$8.00

Pair.

Thoroughly Reliable

Boots.

W.M. POWELL, LTD.,

(OPPOSITE THE CLOCK TOWER)

HONGKONG.

Hongkong, 25th September, 1906.

Intimations.

K. A. J. OROHALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen), LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS;
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.
SANDALWOOD BOXES (INLAID).
HANDKERCHIEF BOXES, GLOVE BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA SERONGS.
MANDARIN COATS, COTTON SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1906.

Auctions.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of October, 1906, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of ONE LOT OF CROWN LAND, at Hung Hom, in the Colony of Hongkong, for a term of 75 years, from 1st day of MAY, 1904, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Locality	Boundary Measurements	Contents in Square feet	Annual Rent	Upset Price
1	Kowloon Island Lot No. 112	50' 0" x 40' 0" x 40' 0" x 40' 0"	8,000	214.20	250.00

Hongkong, 29th September, 1906.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

THE VERY VALUABLE RECLAMATION PROPERTY, known as the REMAINING PORTION OF THE EXTENSION TO THE REMAINING PORTION OF MARINE LOT 88 containing an area of 1,871 square feet upon which stand the houses known as 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 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3783, 3785, 3787, 3789, 3791, 3793, 3795, 3797, 3799, 3801, 3803, 3805, 3807, 3809, 3811, 3813, 3815, 3817, 3819, 3821, 3823, 3825, 3827, 3829, 3831, 3833, 3835, 3837, 3839,

Intimation.



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Hongkong, 28th September, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hee Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On September 30, at "Kalee," Shanghai, the wife of TH. BULOW VON RAVENS, I. M. Customs, of a daughter.

On September 30, at Shanghai, the wife of W. J. E. FORSYTH, Nanking, of a son.

MARRIAGE.

On October 2, at Shanghai, J. A. REYNOLDS, of I. M. Customs, to MABEL MAUD LILIAN, second daughter of the late J. T. Burgoyne, M.D., of Maryborough, Queensland.

DEATHS.

On October 1, at Shanghai, PAN SING-CHONG, for 13 years House Surgeon of the Shanghai Road Hospital, aged 47.

On October 2, at Shanghai, JOHN LEONARD, (late Chief Engineer S.S. "Kweller"), aged 54 years.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 6, 1906.

THE LATE HARBOUR MASTER.

The local Press have paid their just tribute to the sterling worth of a Public servant by whose untimely end the Colony and the community have been all the poorer by the loss of an official of whom it can be said with no exaggeration of language that he was an officer whose equal it should be difficult for the Colony to find to replace the head of the harbour department in the important shipping port of Hongkong. The sympathy which is extended by the Press in Shanghai will be appreciated by the friends of the late Harbour Master in Hongkong. "It will be with deep regret," says the N. C. Daily News, "that the many friends of Captain Barnes-Lawrence, Harbour Master of Hongkong, will learn of his sudden death yesterday and instinctively sincere sympathy with his widow and daughter will be expressed. Captain Barnes-Lawrence came out to Hongkong in 1904 to fulfill the onerous duties of Harbour Master at a time when the problem of providing accommodation sufficient for the rapidly increasing

number of ships putting in at that port was causing much worry and not a little anxiety to those in authority. He soon settled down to his duties and obtained a sound knowledge of the local conditions and difficulties. He gave considerable consideration to the question of providing supplementary deep water anchorage; and the typhoon shelter problem was always uppermost in his mind. By his work more than by his speeches, in the Legislative Council, the steps he thought it prudent and found himself able to take were noted, and before the recent typhoon he had come to the conclusion that, though the exchequer could ill afford the money, yet proper typhoon anchorages must be found and Hongkong made a harbour in the proper sense of the word. In the public life of the Colony Captain Barnes-Lawrence took an unostentatious part; as a public servant he had his critics but never have they been pronounced. At "The Chalee," the Peak, many a resident in the Far East will remember being received by a typical, genial naval officer. He will be sadly missed."

LOCAL AND GENERAL.

The English and French mails of the 8th and 4th Sept., were delivered in London on the 5th inst.

Mr. F. J. Bageley, Captain Superintendent of Police, has been appointed to be provisionally an official member of the Legislative Council.

THE S.S. *Chinkai Maru* was successfully re-floated yesterday. She has since been towed across to Kowloon, and is lying in the bay awaiting her turn to be drydocked.

IN the report of the Canton Insurance Office, printed in our yesterday's issue, the statement of account related to the year ending 31st December, 1905, and not 1906, as printed in error.

HIS Excellency the Governor has been pleased, with the approval of the Secretary of State for the Colonies, to appoint Dr. J. W. Hartley, M.B., to be a temporary assistant surgeon in the Medical Department.

AN application has been made to the authorities by the Kobe Kawasaki Dockyard Company for a charter to set up a large floating dock, which can accommodate a vessel of 15,000 tons, just off the mouth of the old course of the Minatogawa. The cost of such a dock is estimated at ¥1,490,000, including a curved breakwater to protect it from high seas and winds.

A CHINAMAN, who was a witness for the prosecution in a certain case heard at the Police Court this morning, was called to the stand to be examined. While the interpreter was administering to him the usual oath the man put up his hand, and suddenly his right hand shot up in the air and remained over his head. "Put your hand down," said Mr. Hazeland. "You are not in Scotland."

THE *Shingau* publishes a telegram under date the 30th ult. from Peking, to the effect that the Emperor has granted the joint request of the Viceroy at Nanking and Governor at Soochow to pass free from Customs duties 100,000 tons worth of rice purchased from Anhui and Kiangsi provinces and destined for consumption in Shanghai and vicinity. This rice will, of course, be sold to the people at cost price.

THE following cable has been received from G.O.C. Capetown:—*Soudan* sailed from Durban 4th October as follows for Hongkong and North China: Army Pay Department, one officer, one lady, two children; R.A.M.C., two officers, one lady, nine N.C.O.'s and Men; 13 Middlesex Regt., 21 officers, seven ladies; four children, 86; Warrant Officers N.C.O.'s and Men, 21 women, forty children; 3rd Manchester Regt., one officer, one man, one woman.

THE C. N. S. *Shanghai*, which arrived at Shanghai from Hongkong on 2nd inst., reports: At 3.30 p.m., on September 28, passed the C. N. S. *Yokohama* with two lighters, at anchor off Kerr Island, Haitan Strait, sheltering. At 1 p.m. on the 30th, passed the I.C.S. *Choyang*, sheltering under Taichau. She reported that she had lost one li. later, at 3.30 p.m. the same day, observed another steamer of the Indo-China S.N. Co. approaching Taichau, with two lighters in tow.

ACCORDING to a statement in the *Shanghai Mercury*, that evidently emanated from the Dock and Ship building plant there several vessels are shortly to be ordered by the Philippine Government for service round the islands, and bids for same will soon be advertised. The Shanghai Dock and Engineering Company will be among the bidders, and in view of the work done on the revenue cutters built for the U. S. Government a couple of years ago, that Company believes it stands a chance of securing some of the contracts.

FOLLOWING are the returns of the average amount of bank notes in circulation, and of specie in reserve in Hongkong, during the month ended 30th September, 1906, as certified by the managers of the respective Banks.

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	\$3,189,352	\$2,300,000
Hongkong and Shanghai Banking Corporation	11,512,523	8,500,000
National Bank of China, Limited	106,986	45,000
Total	\$14,808,861	\$10,845,000

DEDICATION OF ST. ANDREW'S.

NEW CHURCH AT KOWLOON.

GIFT OF SIR PAUL CHATER.

This afternoon, acting under the powers vested in him as Commissary, by His Grace the Archbishop of Canterbury, during the vacancy in the See of Victoria, Hongkong, created by the death of the late Bishop, the venerable Archdeacon Bannister dedicated the new church of St. Andrew's, which has been erected and presented by Sir C. Paul Chater, C.M.G., to Kowloon. It will be remembered that the foundation-stone of this new place of worship was laid by the late Bishop of Victoria on December 13th, 1904, the church itself being erected according to plans drawn up by Mr. A. Bryer, of Messrs. Leigh and Orange, architects, following the lines of the old English Gothic style of architecture. The church is erected on a fine site at the end of Robinson Road, on an elevation, the ground being a free gift of the Government for the purpose. As the edifice neared completion the difficulty of the furnishing had to be faced, but it was one soon surmounted, for the appeal to the public was promptly responded to, and all anxiety on that score was soon removed. Besides giving the Church itself, Sir Paul Chater presented a beautiful East Window, depicting the Crucifixion, and the Last Supper, and five Chancel lights. The brass eagle lectern was the gift of Mr. Bryer, the architect of the Church, the Rev. F. T. Johnson, M.A., Chaplain of St. John's Cathedral (now on leave at home), presenting the font. The Communion Plate was provided by subscription, while Mr. W. King presented the Service and Office books, and the Bible for the lectern. The "Fine Linen" for the altar during the celebration of the Eucharist, was presented by Mr. and Mrs. E. C. Lewis Messrs. Wilks and Jack, having secured the co-operation of their friends, being responsible for the installation of electric lights throughout the building. The brass bookrest for the altar was the gift of Mr. J. Lowe, Mr. John Plummer presenting the brass cross for the altar. The altar frontals are the gift of Lady Hoare, a relative of the late Bishop. The prayer books have been presented to the church by the S. P. C. K., while the late Bishop Hickersteth, Bishop of Exeter, shortly before his death, which took place so recently, made a gift by grant of the Hymn books required. As for the pulpit, reading-desks, credence-table, seats for the clergy, choir seats and rails, they were all provided by the late Bishop of Victoria, who took much interest in this new church.

As regards the salary of the Chaplain, the Rev. A. J. Stevens, the Cathedral Church Body have made themselves responsible for half of the same for three years, the remainder to be provided out of the offerings, pew-rents, voluntary contributions, and subscriptions, out of which also must be provided all the expenses for maintaining the services, as there is no endowment. Later, naturally, an organ will be required, and that means an organist's stipend. The Cathedral Church Body will be appointed trustees of the Church and property, and they will appoint a Vestry for the usual purposes of the Church. At the Dedication Service to-day the order of which had been specially drawn up by the late Bishop, there were present all the clergy in the Colony who could be present, besides a large contingent of members of St. John's Cathedral. The Rev. A. J. Stevens now enters upon his duties as first chaplain of St. Andrew's Church, having been released from duty at the Cathedral.

ALLEGED JUNK LOOTERS.

PING CHAU FISHERMEN UNDER ARREST.

Two fishermen were arraigned before Mr. H. H. J. Gompertz, this morning, at the Police Court, at the instance of Sergeant Appleton, of Yaumati Police Station, for being in unlawful possession of a large quantity of goods, which were suspected to have been stolen. The goods seized on defendants' junk by the police consisted of nine woollen blankets, 75 pieces of clothing, 13 rolls of cloth, one rifle, five gold rings, one gold mounted rattan bangle, one silver and a jade stone bangle and \$124 in money. Total value \$456.

The men were arrested at Yaumati yesterday afternoon carrying the bundle of blankets. The police say they were taking it to a pawnshop. At the station the men were asked the number of the junk and a *lukong* was dispatched to search the junk and to bring what property he thought was lost to the station. He only returned with the rifle. Sergeant Appleton was sure there was more property on the junk than a rifle and he took a turn out, returning later with three boxes and a sack, containing the property mentioned above. The men were then charged, and when asked where they got the property from, said they picked it up on the beach at Ping-chau Island.

Mr. Otto Kong Sing appeared for the defendants and asked for a remand as he had only just been instructed.

The case was remanded until Friday next. Bail \$100 each.

A CHINAMAN who was only discharged from Victoria Gaol on the 4th instant, after doing a term of fourteen days for unlawful possession, was seen walking along the street last night with a large engine-room spanner in his hand. An officer saw the man and knowing that he did not come by the spanner honestly, or if he did, he was not carrying it to cool his hands, took him in charge. At the station the man said a "good friend" gave him the spanner, but he knew not the whereabouts of that friend. There could be no other charge, but unlawful possession, that could be preferred against him, and on being placed before Mr. H. H. J. Gompertz, at the Police Court this morning, he was fined \$25, or in default six weeks' gaol, and in lieu of one dollar of the fine to be placed in the stocks for six hours.

THE C. P. R. SERVICE.

ANOTHER TRIUMPH.

The acting general agent writes us under today's date as follows:—

News has reached us to-day from our Montreal office of another triumph for the new Canadian Pacific Atlantic *Empress* steamers, *Empress of Britain* and the *Empress of Ireland*. The *Empress of Britain* from Quebec Aug. 24th, and the *Empress of Ireland* from Liverpool Aug. 24th, have established new records both East and West bound. Feeling that the new fast time by the Imperial Mail steamers of the Company engaged in carrying the English mails from Home will be of interest to your readers we beg to give full particulars below:—

Empress of Britain from Quebec Aug. 24th: Left Rimouski Saturday, August the 25th, 9.30 a.m., and arrived at Liverpool Friday, August 31st, at 8.00 a.m., apparent time of passage 5 days, 22 hours, and 30 minutes. Deducting 5 hours difference in time, the actual time of passage from Rimouski to Liverpool is 1 day, 17 hours and 30 minutes. Her time from Rimouski to Moville, deducting difference in time 5 days, 6 hours. This is ten hours faster than any best previous record.

Empress of Ireland from Liverpool August 24th: Sailed from Liverpool Friday, August 24th, at 11.20 p.m., and arrived at Rimouski on Thursday, August 30th, at 4.20 p.m. Apparent time of passage is 5 days and 17 hours. Adding 5 hours difference in time, the actual time of passage from Liverpool to Rimouski, is 5 days, 22 hours. Her time from Inishabull (Moville) to Rimouski, adding difference in time is 5 days, 10 hours and 30 minutes, which is 4 hours faster than any previous record. This is the fastest voyage ever made between Liverpool and Quebec. Actual time 6 days, 7 hours, and 50 minutes, exactly 6 hours and ten minutes faster than has ever been made by any steamer.

ALLEGED PICKPOCKETS.

PRACTICE GAME ON KERRY LAUNCH.

Two Chokies—one well known to the police, having had eleven previous convictions, and the other a new arrival—were the defendants in a case heard at the Police Court this morning, before Mr. F. A. Hazeland. The complainant is quartermaster on an ocean-going steamer, and he alleged that the defendants separated him from a \$10 bill on board a Yau-mai ferry launch yesterday afternoon. He showed the Court the left hand pocket of his coat, which was cut, showing a slit about three inches long, from where he said his \$10 changed hands. He said that he was on his way across the harbour yesterday, and on the launch met the two defendants, who sat pretty near to him. When the launch was going alongside the bamboo pier he happened to put his hand in his pocket, and found to his amazement that there was a hole there and his only \$10 bill gone. The two defendants had vanished. Landing at the wharf he met them again, but as soon as they saw him they cleared. He gave chase and was about to catch hold of the first man when the latter suddenly switched round and stuck out, knocking him over. He held on to his man, nevertheless, until District Watchman 41 arrived and took him in custody. The prisoner's confederate had then vanished. Half way to the station a man eluded his way through the crowd and offered to return the quartermaster \$4 if he would order the release of the man in custody of the watchman, as he was a good friend of his. The quartermaster turned round, and finding it was the man who was with the prisoner on the launch, seized hold of him also; and both were removed to the Station. The quartermaster's uncle testified as to seeing the first defendant cutting his nephew's pocket.

The case was adjourned.

SUGAR REFINING IN JAPAN.

The proposed incorporation of the three sugar refining companies, the Tokyo, Osaka, and Daiichi companies, has been agreed upon. At a special general meeting of the Japan Sugar Refining Company of Tokyo, the progress of the negotiations for the incorporation of the Daiichi Sugar Refinery was reported upon. The meeting postponed the approval of a provisional contract for the incorporation of the Tokyo and Osaka companies recently signed, as the amalgamation of the Daiichi firm has been agreed on in the main, and the contract including the three concerns is to be laid before a general meeting shortly. The meeting unanimously adopted a proposal to increase the company's capital by ¥400,000. It was further decided to call a further special meeting on October 10th next.

The twenty-first half yearly report of the Japan Sugar Refining Company of Osaka, just out, shows that the gross profit of the company for the last half year has amounted to ¥2,801,149, while the working expenses have amounted to ¥2,058,347, showing a loss of ¥148,198, for which a surplus of ¥12,661 has been paid, leaving a net loss of ¥135,536. Against this a sum of ¥200,000 has been drawn from the special reserve. Of this sum, ¥135,536 has been paid towards the loss, ¥60,000 for a dividend at the rate of ¥2 per share, carrying forward a surplus of ¥4,463—*Japan Chronicle*.

K. TANOMOTO, a Japanese student, on board s.s. *Tamba Maru*, who was arrested yesterday forenoon on the Praya East for behaving in a disorderly manner in tramcar No. 28, did not answer to his name when called at the Police Court this morning, and Mr. F. A. Hazeland ordered his bail of \$5 to be estimated. Tanomoto and four other Japs boarded the car and occupied first-class seats. When the conductor handed him the equivalent of third class fares. The conductor refused to accept it and a row followed in which the Japs tried to smash up the tram. When the police arrived the four others vanished, but Tanomoto got arrested.

CANTON DAY BY DAY.

THE NEW VICEROY.

[From Our Own Correspondent.]

Canton, 5th October.
A telegram has been received here from Viceroy Chow Fu, stating that he will start on his journey to the south on the 23rd day of the present month, and will report for duty within the present month. Taoist Sun Tung will also accompany him.

TYPHOON LOSS.
Viceroy Shum has ordered several weiyuns to proceed to the different ports to ascertain the loss sustained by, and the condition of, the people, after the recent typhoon. It is the Viceroy's intention to memorialize the Throne on the matter.

HONAM P.L.I.C.E.

On the 16th of this month, the Honam Police Department held its opening ceremony at the Hoi Tong Monastery. There were many officials present, including the Provincial Treasurer Wu, Commissioner Sum of the Canton Police Department and the Brigadier-General Wong Pui Chung.

THEATRE TO BE RE-OPENED.

A certain genry has presented a petition to the Pun U Magistrate, applying for the re-opening of the Cheung Lok Theatre, Honam, which had been sealed up a short time ago. He is willing to offer the sum of \$14,400, per annum, towards the expenses of supplying a police station. The offer has been accepted and the theatre will shortly be re-opened.

HELD TO RANSOM.

Two wealthy gentlemen of Cho Tau village, of Samshui, have been kidnapped and are held in captivity by some robbers. It is reported that a certain draper named Hung Chang, in the city of Canton, has received a letter from the miscreants, stating that the two gentlemen will not be released, unless a ransom of \$10,000 be paid to them.

VALUE OF BLACKWOOD.

ALLEGED UNLAWFUL POSSESSION.

Mabel Mason, a married woman, residing at No. 7, Salisbury Avenue, Kowloon, was charged before Mr. H. H. J. Gompertz, at the Police Court this morning, with being in unlawful possession of some furniture. The furniture consisted of two carved blackwood stools, which the police say is worth \$20—a price far in excess.

The furniture which was discovered in Mrs. Mason's house, was alleged to have been part of a cargo of a junk which was wrecked on the Kowloon Beach during the typhoon of the 18th ultimo. On that junk at the time, we are informed, were several thousand dollars of blackwood furniture, and as it is stated, they were not insured and most of the cargo was lost, the owner has invoked the aid of the police to assist him in recovering what property was stolen from the beach.

"You are charged with unlawful possession of these things—two stools," said his Worship. "What have you got to say?"

"I am not guilty," replied Mrs. Mason.

P. C. Wills, of the Water Police Station, sworn, said that at 6.40 o'clock yesterday afternoon, by virtue of a search warrant, he entered defendant's house—No. 7, Salisbury Avenue. She was there at the time. He informed defendant that he had a warrant to search the premises and showed her the order. Defendant then said that she had two pieces of blackwood furniture. Witness went into the dining room and seized the furniture. When this happened defendant said she received it from a Chinaman.

"When asked what she had to say, Mrs. Mason explained that, recently, she was met by a man who asked her if she wanted to buy some things. He produced the stools and she thought he had them on sale, as he had others besides. The man asked her if she would give him \$10 for the pair. She said she would not, and gave him \$5.

"Five dollars?" queried Mr. Gompertz. "Yes," continued the defendant, "and no more, for I can buy the same things for \$9 at auction, and I don't see why I should pay more."

A question then arose in Court as to the market price of the articles. His Worship thought that the estimate the police placed on the furniture was low, while others in Court who knew good blackwood furniture when they saw it, were of opinion that the pricing was not properly done, and that the stools were not worth \$5 each.

His Worship therefore adjourned the case to make inquiries in the matter, saying he would hand over his decision on Monday.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 6th at 12.0 p.m.—The barometer has risen, considerably over China, and fallen moderately in S.E. Japan.

The anticyclone is central to the North of the Yangtze. The low pressure trough remains over the middle part of the China Sea and the Pacific to the N.E. of Luzon, the lowest pressure being situated; apparently, in the neighbourhood of N. Luzon. Another area of low pressure appears to be situated off the coast of S.E. Japan.

Gradients are steep along the China Coast, and strong N. and N.E. winds to gales will be met with in the Formosa Channel and the N. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, fresh or strong; fair.
2.—Formosa Channel, N.E. gales.
3.—South coast of China between Hongkong and Lamsau, N. to N.E. winds, strong.
4.—South coast of China between Hongkong and Hainan, N. winds, strong.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

HONGKONG CRICKETERS.

RETURN TO HONGKONG.

[From Our Own Correspondent.]

Shanghai, 6th October,

12.50 p.m.

The Hongkong cricketers left by the German mail on their return trip to Hongkong to-day.

They had a hearty send-off.

INTERPORT TENNIS MATCH.

HONGKONG DEFEATED.

[From Our Own Correspondent.]

Shanghai, 6th October,

12.50 p.m.

The interport tennis match played yesterday resulted in Shanghai being victorious in all the three sets (doubles).

H.B.M. MINISTER AT TOKIO

GOES ON LEAVE.

[From Our Own Correspondent.]

Shanghai, 6th October,

12.50 p.m.

The British Minister leaves Tokio, on furlough on the 13th inst.

Viscount Hayashi, the Foreign Minister, entertained His Majesty's representative at a farewell luncheon yesterday.

TYPHOON RELIEF FUND.

Following is the programme of the special entertainments, the proceeds of which are to be devoted to the above fund, which will be held in the City Hall theatre, on Wednesday, October 10th, at 9.15 p.m. H.E. Jng Governor, Sir Matthew Nathan, K.C.M.G., Commodore H.P.J. Williams and the Officer Commanding the Troops, Col. C. N. Darling, R.E., have kindly consented to be present. By kind permission of Lt.-Col. H. G. Fittos, D.S.O., and the Officers, the Band of the 2nd Battalion West Kent Regiment will assist:—

PART I.

Waltz "Gold and Silver" Band of the West Kent Regt.
1.—Prologue "The Shipwreck" Miss Rowe
2.—Curtain Exercise "Men of H.M.S. 'Flora'"
3.—Song "Drake's Drum" Mr. G. H. H. H. H.
4.—Song "She wandered down the Mountain side" Mrs. Newham
5.—Musical Sketch "Mr. R. Sutherland"
6.—Song "Come Sweet Morning" Mr. F. H. Thomas
7.—SONG "Five Minutes to Market" Mrs. B. B. B.
8.—SONG "Prologue—Tadizaci" Rev. Longridge

PART II.

1.—Selection from La Mascotte Band of the W.K. Regt.
2.—Haydn's "Egmont" Men of West Kent Regt.
3.—Song and Dance "Just a little bit of string"
4.—Song "Selected" Lt. Crose, R.A.
5.—Hornpipe "Five Minutes to Market" Miss Rowe
6.—Song "Five Minutes to Market" Mr. F. H. Thomas
7.—Sword Dance "The Piper of the Moor" Mr. F. H. Thomas
8.—Song "Prologue—Tadizaci" Rev. Longridge
Late trams will run after the performance.
Tickets may be obtained at the Robinson Piano Co. Prices—\$4, 13 and 51.

THERE were fully five hundred Celestials on the pier of the Hambro-American Line in Hoboken, says a recent issue of a New York paper, when Kang Yu Wei, president of the Chinese Empire Reform Association, sailed. He had completed a year's visit to this country, Mexico and Canada, and was going to observe conditions in Russia, Spain, Greece and Portugal. The "Yellow Bryan," as the leader of the reform movement has been called, made a speech from the steamer's deck, to the throng on the pier and was roundly applauded. Standing by him at the time was his daughter, who remains here to enter college in the fall. Kang Yu Wei was enthusiastic in his praise of America while talking to reporters, and declared that this Government was one of the best in the world. "When the reform party goes into power at home," said he, "your methods will be copied." Particularly did he praise American women, saying that their beauty and the freedom of their lives were extremely attractive to him. He wished that the women of China were as beautiful and could live as unhampered as women here.

SHIPPING AND MAILS.

MAILS DUE.

German (*Guelma*) 8th inst, 6 p.m.
German (*Prinzess Alice*) 8th inst., to a.m.
Indian (*Catherine Apcar*) 9th inst.
American (*America Maru*) 14th inst.
Canadian (*Tartar*) 18th inst.
German (*Empress of India*) 21st inst.
German (*Wittich*) 22nd inst.

The s.s. *Wray Castle* sailed from New York on 4th inst.

The s.s. *Oriel* left Moji on 5th inst., for this port, and is due here on 10th inst.

The Java-China-Japan Lijn s.s. *Typhoon* left Kobe for this port on 4th inst., and may be expected here on 14th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE DIAMOND ROBBERY.

PRISONERS COMMITTED.

[From Our Own Correspondent.]

Shanghai, 6th October, 12.50 p.m.

The prisoners in the diamond robbery case, reported yesterday, have been committed to stand their trial at the next sessions.

An accomplice of the men in custody arrived to-day.

[Editor's.]

The United States and Cuba.

LONDON, 4th October.

General Funston has arrived in Havana and been formally appointed to the army of occupation.

The P. & O. "Isis"

The cruiser *Suffolk* has left Malta to assist the *Isis*.

Later.

The *Isis* has left Zante with passengers and mails for Port Said, wherein she is expected to arrive on Saturday.

Storms in Great Britain.

Furious hurricanes and rain storms have occurred in the west and south of Great Britain. Enormous damage has been done, and all out-door employment suspended.

Russia.

164 have been killed and 59 wounded in the streets of Warsaw in the last four months. The police have seized 110 bombs and a quantity of dynamite in the Engineering School, and the Ministry of Fairs in St. Petersburg.

[N. C. D. News.]

The New Japanese Tariff.

Tokyo, October 1st.

The T. K. K. s.s. *America* among other vessels arrived at Yokohama yesterday afternoon two days ahead of scheduled time in order to escape the revised tariff which came into force to-day.

Manchurian Affairs.

Tokyo, October 1st.

A vice-consulate has been established to-day at Hsiao-min-shan to supersede the military administration. By virtue of the revocation of the Sipingkai Memorandum Japan has obtained extra-territoriality in North Manchuria.

China and Japan.

Tokyo, October 2nd.

Commander Prince Fushimi on board the *Naniwa* accompanied by Vice-Admiral Dewa on board the *Okushima* left Kobe to-day on an official visit to the Peking Court. This constitutes the first Imperial Japanese visit to Peking.

A WIDOW'S TROUBLES.

REFUSED TO MARRY AGAIN AND GOT ASSAULTED.

An unattractive-looking widow of Kowloon City who, from appearances, must have been in this world close on half a century, but who declares she will be thirty-eight next birthday, came before Mr. H. H. J. Gompertz, at the Police Court this morning, with her head bandaged, to lodge a complaint against two other unmarried women, who she alleged opened her head with a stick during a quarrel, on the previous day. The two defendants, with tears streaming down their tawny cheeks, said in muffled tones that the widow was the cause of the whole trouble, and that if she had behaved herself as the widows of respectable farmers should do—she has only buried three husbands—there would have been no trouble. The widow when called to the box was very backward in telling the Court the true story. She said that the defendants went to her house yesterday, accused her of killing their pig, and then without further ado they went for her tooth and nail with a stick. She then pointed to her bandaged head. This story was known to have been a pure invention, and when told so she gave another yarn, which was to the effect that she owed the defendants a small debt and that they, failing to recover it, just assaulted her. But the true cause of the trouble came at last. Hogs and debts had nothing to do with it; but one Man. There is an old man living in the village that has taken a fancy to the widow, before the knot was tied with husband No. 1, but he was non-suited. The two defendants, said complainant, had been trying for a long time to get her to marry the old man, but on such occasion they were told to mind their business. "Why," commented the widow, "the man is bed-ridden, and besides he is too old." Yesterday, she continued, the two matchmakers, one carrying a stick, called again and things really got warm. They pleaded for the old man until they could plead no more, and when the widow's temper rose and she told the women to go or else get thrown out, she got a tap on the skull that knocked her senseless. She recovered consciousness eventually and brought the charge. The defendants, who were still weeping, had nothing to say, and his Worship fined them \$10 each and bound them over in the sum of \$25 to be of good behaviour for one month.

HONGKONG TYPHOON RELIEF FUND.

Mr. H. Hunter, the Hon. Treasurer, acknowledges with thanks the following subscriptions. Already acknowledged, \$9,451.72

Russo-Chinese Bank	2,000
The Portland Flouring Mills Co.	1,869.16
Osaka Shusen Kaisha	1,500
China Traders Insurance Co. Ltd.	1,000
S. J. David & Co.	1,000
Eastern Extension, Australasia and China Telegraph Co., Ltd.	1,000
Great Northern Telegraph Co.	1,000
Hongkong and Whampoa Dock Co. Ltd.	1,000
Meyer & Co.	1,000
Union Insurance Society of Canton Ltd.	1,000
Officers, non-commissioned officers and men Hongkong Volunteer Corps	775
Dr. J. W. Noble	500
Johnson, Stokes and Master	250
J. R. Michael	250
National Bank of China	250
Hon. Mr. Edward Osborne	250
M. J. D. Stephens	250
Officers and Ship's Company H.M.S. <i>Amara</i>	163.30
Collected by <i>China Mail</i> Ltd.	105
Captain, Officers and Ship's Company H.M.S. <i>Flores</i> (11.31)	100.27
W. Meischke Smith	100
E. C. Ray	100
H.M.S. <i>Alacrity</i>	50
A. Brooke Smith	50
T. S. Forrest	50
E. A. Gomes	50
Society of St. Vincent de Paul	50
X	50
Captain and Officers, H.M.S. <i>Pro-metheus</i>	45.90
Collected at Church of England Military Parade Services	36.50
Lewis Plummer	35
Officers, Royal Naval Hospital	33
Collected by <i>China Mail</i> Ltd.	31
Deputy Inspector-General T. D. Gimlette	30
Rev. G. S. Able	30
Capt. S. J. Belsion	25
H. H. Gompertz	25
L. N. Lefebvre	25
Collected by <i>China Mail</i> Ltd.	24.85
Patients, Officers and Men, Royal Naval Hospital	21.40
J. J. Eitzen	20
George Hastings	20
Rev. Arthur J. Stevens	20
A. S.	20
Sick Berth Staff Royal Naval Hospital	13.5
Chinese Staff Royal Naval Hospital	12.65
Rev. T. Genahr	10
J. E. Gresson	10
Spencer Hough	10
P. S. Jameson	10
Omar Kitchell	10
A. Morley	10
Ronald G. Munro	10
Rheims Missions Girls School	10
W. W. G. Rogers	10
W. G. Stackwood	10
L. F. Tegner	10
Mrs. E. C. Wilks	10
W.	10
Indian Police Royal Naval Hospital City Hall	7.50
Rev. R. Hann	5
O. Meyer	5
Mrs. Edward Osborne	5
Rheims Mission Church	5
A. Zorastrian	5
Chan H. O.	3
M. W. Bishop	2.50
C. Miller	2.50
Naval Store Officer's Department, Naval Yard	55
Deputy Vicar, Store Officer's Department, Naval Yard	40
F. J. Gelsheimer	20
P. R. Adams	5
A. Blouey	5
W. Wolfe	4
H. Warmington	3
J. R. Knight	5
Secretary & Cashier's Department Naval Yard	40
Deputy Expense Officer's Department, Naval Yard	40
H. W. Clothier	20
J. P. A. Rees	5
B. L. Palmer	5
L. C. Xavier	3
Wong Hui Kwong	3
Ng Fai	3
Lui Man Shui	3
Audit Officer's Department, Naval Yard	13
The following amounts received from the Tung Wah Hospital—	
The Chinese Community in San Francisco	100.0
H. E. Viceroy Shum of Canton	6,000
On Yuk Charity Institution, Canton	3,000
Kwong Chai Hospital, Canton	3,000
Shing Chung Charity Institution, Canton	2,000
Kwong Yan Charity Institution, Canton	1,000
Fong Pin Hospital, Canton	1,000
Shuet Shin Charity Institution, Canton	1,000
Kank Wu Hospital, Macao	1,000
Namhai Pit Sui	1,000
Yuen Fat Hong	1,000
Lau Siu Cheuk	1,000
Liu Ho Kwe Chai	1,000
Yu Hing Opium Farm	500
Tung Chi Yuen	500
Ying Wo Company	500
Yan Wo Company	500
Chap Sing Company	500
Hop Hing Hong	500
Kung Yuen	500
Ho Tung	500
Wing Chin Ting	500
Wing Cheong Fat	500
Wong Fat Shing	500
Chui Tai Leong	500
Lau Tai Chi	500
Kim Tai Iong	500
Ng Yuen Hing	500
Man Fat Company	400
Ho Kam Tong	200
Total	\$147,050.26

THE HONGKONG TYPHOON.

SUPPLEMENT TO THE SIKAWEE DAILY WEATHER CHART, NO. 92.

September 30th, 1906.			
The interest with which our report of last Saturday has been received, encourages us to publish new particulars, very kindly sent us, especially as these documents will enable us to give a definitive track of the storm. We beg the captains who have so kindly sent in their reports to accept our best thanks.			
The earliest exact position of the cyclone is signalled in the report of the U.S.N. auxiliary transport <i>Cesar</i> , communicated by Mr. Alb. B. Randall, chief officer. It agrees quite satisfactorily with the warning issued by the Observatory here on the 16th, according to which the centre had been making for the S. of Formosa. The <i>Cesar</i> had left Cavite (Bay of Manila) for Shanghai on the 13th. The ship's barometer; a first-class one, was showing practically the same pressure as that of the standard of Manila Observatory.			
All went on smoothly until the evening of the 14th. At 10 p.m. a light N.N.E. breeze arose but soon abated, the sky became overcast and threatening. At midnight, the wind again blew from N.N.E., then backed slowly to N.W. at 3 a.m. (15th), and W.N.W. at 8 a.m. Afterwards the wind blew with short squalls, which gradually increased from force 2 to 4. At dawn, a very distinct North swell was noted.			
These two remarks we insist upon, for slight as they were, they undoubtedly gave the earliest signs of the coming typhoon. This shows how long in advance a careful navigator can be put on his guard against an approaching danger. The report signals, during the morning and a part of the afternoon, a sky heavily overcast to the Eastwards, bright and sunny over the west horizon: this was the typhoon bank or mantle well known to the navigators.			
On the 15th, at noon, the ship was found in lat. 19° 53' N. and Long. 120° 20' E., nearly eighty-four miles north of Cape Hojador (Luzon). At 4 p.m. the wind was steady from north-west, freshened to force 7. The barometric tide could still be observed, but at 8 p.m. the mercury began to fall with oscillations estimated at 0.03; the wind freshened and veered to N.N.W. She was forced to steer south-west to go away from the centre.			
At midnight she was forty miles N. 5° E. of her noon position, viz., eighty-two miles west of Batan Island. The following are the observations concerning the passage of the centre—			
Date	Bar.	Wind	Weather.
15th			
Noon	29.73	W.N.W. 4	0.9
4 p.m.	29.63	N.W. 7	0.9
6 p.m.	29.67	N.W. 7	0.9
8 p.m.	29.66	N.W. 7	2.9
10 p.m.	29.47	N.W. 7	4.9
Mid	29.36	N.N.W. 7	2.9
16th			
1 a.m.	29.36	N.W. 11	0.9
2 a.m.	29.17	W.N.W. 11	0.20
3 a.m.	29.40	W. 11	0.29
4 a.m.	29.46	S.W. 10	confused.
5 a.m.	29.55	S.S.W. 10	"
8 a.m.	29.38	S. 9	"
On the morning of the 17th, heavy west swell was observed along the shore of the South Cape of Formosa. The reporter says that the continuous rain which fell from the evening of the 15th to the 16th, was the heaviest downpour he has experienced in his life.			
The experience of the <i>Cesar</i> clearly shows that the centre passed between that ship and the South Cape of Formosa, on September 16, shortly after 1 a.m.			
Another not less important document, is the report of Capt. T. D. Andrews, R.N., commanding the P. & O. S. <i>Delhi</i> , which was just entering the passes of Hongkong, with the London mails, when the typhoon burst upon the Colony. One thing only was left out of the Captain's report, which we must mention: the clear-sighted and unerring way in which he saw the coming danger. We know from a note of the passengers, that long before the very first squall, all was tied up and ready on deck to weather the hurricane. Now, if course, since leaving Singapore, Captain Andrews had received no signal of any kind. The report simply says:—September 18, 4 a.m.: "Wet sunrise, hard clouds, greenish sky, north-east swell; short intervals." He was then to the south of Cap Rock where the swell must also have been felt, even probably on the 17th in the afternoon. The light-house was reached at 7h. 46m. a.m. The preceding day's report calls for but one remark: on the 17th at noon, a distinct E.N.E. swell was noted, the wind blowing South force 2. "She was then by 17° 52' North and 121° 35' E., that is about 420 miles from the vortex that was rushing towards Hongkong. It was not until the next day, 18th, 4 a.m. that the breeze veered to West with occasional squalls. The <i>Delhi</i> dropped anchor, not far from Green Island, when the wind freshened to hurricane force and the rain fell with blinding violence.			
Hour.	Bar.	Wind	Remarks.
Midnight	29.82	Var	1 Cloudy, passing squally.
1 a.m.	29.78	W.	2 Rain overcast—N.E. swell.
4 a.m.	29.76	N.W.	3 Rain squally.
7 a.m.	29.70	N.W.	4 Wind increasing rapidly.
8 a.m.	29.65	N.W.	5 Wind squalling.
9 a.m.	29.41	N.W.	6 Wind squalling of great force.
10 a.m.	29.44	N.W.	7 Wind squalling.
11 a.m.	29.44	N.W.	8 Wind squalling.
12 a.m.	29.44	N.W.	9 Storm-abating.
1 p.m.	29.44	S.W.	10 Moderate.
2 p.m.	29.44	S.W.	11 Violent rain squalls.
3 p.m.	29.44	S.W.	12 Moderate.
4 p.m.	29.44	S.W.	13 Moderate.
5 p.m.	29.44	S.W.	14 Moderate.
6 p.m.	29.44	S.W.	15 Moderate.
7 p.m.	29.44	S.W.	16 Moderate.
8 p.m.	29.44	S.W.	17 Moderate.
9 p.m.	29.44	S.W.	18 Moderate.
10 p.m.	29.44	S.W.	19 Moderate.
11 p.m.	29.44	S.W.	20 Moderate.
12 a.m.	29.44	S.W.	21 Moderate.
1 a.m.	29.44	S.W.	22 Moderate.
2 a.m.	29.44	S.W.	23 Moderate.
3 a.m.	29.44	S.W.	24 Moderate.
4 a.m.	29.44	S.W.	25 Moderate.
5 a.m.	29.44	S.W.	26 Moderate.
6 a.m.	29.44	S.W.	27 Moderate.
7 a.m.	29.44	S.W.	28 Moderate.
8 a.m.	29.44	S.W.	29 Moderate.
9 a.m.	29.44	S.W.	30 Moderate.
10 a.m.	29.44	S.W.	31 Moderate.
11 a.m.	29.44	S.W.	32 Moderate.
12 a.m.	29.44	S.W.	33 Moderate.
1 p.m.	29.44	S.W.	34 Moderate.
2 p.m.	29.44	S.W.	35 Moderate.
3 p.m.	29.44	S.W.	36 Moderate.
4 p.m.	29.44	S.W.	37 Moderate.
5 p.m.	29.44	S.W.	38 Moderate.
6 p.m.	29.44	S.W.	39 Moderate.
7 p.m.	29.44	S.W.	40 Moderate.
8 p.m.	29.44	S.W.	41 Moderate.
9 p.m.	29.44	S.W.	42 Moderate.
10 p.m.	29.44	S.W.	43 Moderate.
11 p.m.	29.44	S.W.	44 Moderate.
12 a.m.	29.44	S.W.	45 Moderate.
1 a.m.	29.44	S.W.	46 Moderate.
2 a.m.	29.44	S.W.	47 Moderate.
3 a.m.	29.44	S.W.	48 Moderate.
4 a.m.	29.44	S.W.	49 Moderate.
5 a.m.	29.44	S.W.	50 Moderate.
6 a.m.	29.44	S.W.	51 Moderate.
7 a.m.	29.44	S.W.	52 Moderate.
8 a.m.	29.44	S.W.	53 Moderate.
9 a.m.	29.44	S.W.	54 Moderate.
10 a.m.	29.44	S.W.	55 Moderate.
11 a.m.	29.44	S.W.	56 Moderate.
12 a.m.	29.44	S.W.	57 Moderate.
1 p.m.	29.44	S.W.	58 Moderate.
2 p.m.	29.44	S.W.	59 Moderate.
3 p.m.	29.44	S.W.	60 Moderate.
4 p.m.	29.44	S.W.	61 Moderate.
5 p.m.	29.44	S.W.	62 Moderate.
6 p.m.	29.44	S.W.	63 Moderate.
7 p.m.	29.44	S.W.	64 Moderate.
8 p.m.	29.44	S.W.	65 Moderate.
9 p.m.	29.44	S.W.	66 Moderate.
10 p.m.	29.44	S.W.	67 Moderate.
11 p.m.	29.44	S.W.	68 Moderate.
12 a.m.	29.44	S.W.	69 Moderate.
1 a.m.	29.44	S.W.	70 Moderate.
2 a.m.	29.44	S.W.	71 Moderate.
3 a.m.	29.44	S.W.	72 Moderate.
4 a.m.	29.44	S.W.	73 Moderate.
5 a.m.	29.44	S.W.	74 Moderate.
6 a.m.	29.44	S.W.	75 Moderate.
7 a.m.	29.44	S.W.	76 Moderate.
8 a.m.	29.44	S.W.	77 Moderate.
9 a.m.	29.44	S.W.	78 Moderate.
10 a.m.	29.44	S.W.	79 Moderate.
11 a.m.	29.44	S.W.	80 Moderate.
12 a.m.	29.44	S.W.	81 Moderate.
1 p.m.	29.44	S.W.	82 Moderate.
2 p.m.	29.44	S.W.	83 Moderate.
3 p.m.	29.44	S.W.	84 Moderate.
4 p.m.	29.44	S.W.	85 Moderate.
5 p.m.	29.44	S.W.	86 Moderate.
6 p.m.	29.44	S.W.	87 Moderate.
7 p.m.	29.44	S.W.	88 Moderate.
8 p.m.	29.44	S.W.	89 Moderate.
9 p.m.	29.44	S.W.	90 Moderate.
10 p.m.	29.44	S.W.	91 Moderate.
11 p.m.	29.44	S.W.	92 Moderate.
12 a.m.	29.44	S.W.	93 Moderate.
1 a.m.	29.44	S.W.	94 Moderate.
2 a.m.	29.44	S.W.	95 Moderate.
3 a.m.	29.44	S.W.	96 Moderate.
4 a.m.	29.44	S.W.	97 Moderate.
5 a.m.	29.44	S.W.	98 Moderate.
6 a.m.	29.44	S.W.	99 Moderate.
7 a.m.	29.44	S.W.	100 Moderate.

So, the centre passed to the North of the *Delhi* between 9.45 and 10 a.m.

The accounts published in the newspapers make it unnecessary to expatiate on the description of the storm.

In a former note, extracts from the log of the French mail s.s. *Oceanic*, Commander Courlet, were given. The registering barometer's curve shows that the minimum of pressure took place about 2 a.m. on the 18th. The centre consequently must have passed to the South of that ship a little earlier. Assuming that she was a few miles South-west of Breaker Point, we find that it took the vortex eight hours or nearly so to cover the distance of about forty-five miles between the French and English mails. Our first estimate worked out of fewer data had given a velocity of 13.7 miles; we now find 14.3 miles an hour.

The passage from Formosa to Hongkong is much more accurately known. As we have said, the centre must have passed about ten or twelve miles North of the *Cesar*, on the 16th about 1.15 a.m. It passed North of the *Delhi* and very near her, on the 18th, about 9.45 a.m., having therefore travelled 380 miles in 56 hours, the mean velocity is 6.7 miles per hour.

The conclusions of the preceding note are therefore to be kept with the few alterations shown by the above quoted figures. The typhoon of the 18th was formed in the South part of the depression signalled on the 15th and 16th coming from the Pacific towards Formosa. The velocity, checked by the struggle against the very high pressures of the North, went increasing, as the centre was coming nearer to the coast; the track was approximately W.N.W. or W.N. the swell was noticed at 420 miles' distance on the China Sea.

We cannot go further; we should here make a study of the report sent by the commanders of s.s. *Helena* (U.S.N.), *Moyote*, *Luchan*, *Kan-gan*, *Kanchow* and *Poonoi*; but we are not in a position to do so for want of time. We must content ourselves with thanking the captains for their kindness, waiting for the opportunity of a more detailed study.

Having received the curves of the barometers from the s.s. *Delhi* for the typhoon of the 18th, and from the Lamouck's lighthouse for the typhoon of the 9th of September, we give them to allow the comparison between a large and a narrow typhoon: there is no correspondence between the hours, etc., only they are on the same scale, that of the Richard Barographs.

TWO TYPHOONS OF 1906.

The large one is the cyclone experienced at the Lamouck's on September 9. The narrow one, that of the 18th, on board the P. & O. S. *Delhi*, at Hongkong.

THE SHANGHAI SIKH POLICE STRIKE.

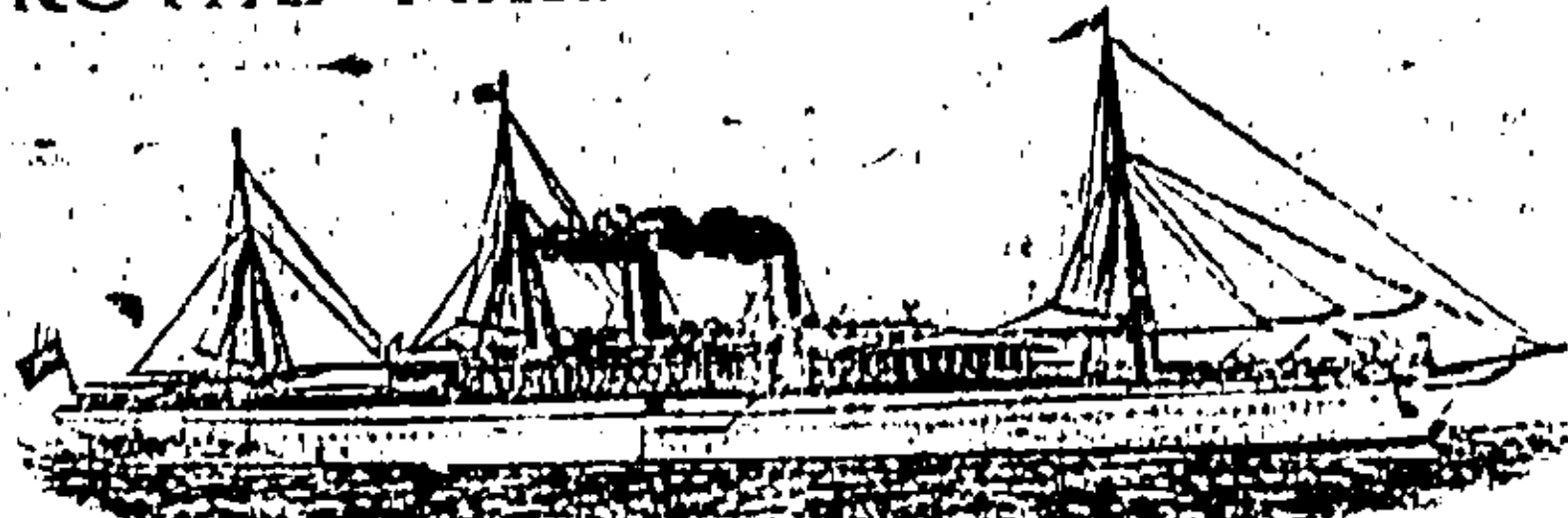
Further developments of the strike among the Sikh police took place yesterday, says the *N. C. Daily News* of Oct. 2. The first intimation that the authorities were taking active steps to deal with the trouble was the landing of about thirty bluejackets and marines from *U. S. Clio* about 6.30 a.m. This detachment marched to the Consulate, and just as his Lordship was about to try two Sikhs charged with interfering with an Indian constable who remained on duty, the sailors left the Consulate grounds by the gate at the rear and proceeded to Hongkong. From this station it had been decided to send eight of the men who had refused duty, and who appeared to be the ringleaders to the British Court.

The prisoners marched in pairs between a double file of foreign constables; then came more foreign constables and sergeants. The Naval detachment marched between the latter, and a number of the other Sikh constables at the station, whose sympathy with their comrades led them to follow them to Court to see the result of the trial. The sailors formed an effective barrier between these men and the prisoners, marching in fours, with bayonets fixed, and looking quite prepared for business. The procession proceeded via Wanchow Road, Chupoo Road bridge and Yuen-mingyuen Road to the Consulate, and seemed to attract but little attention en route. Nothing occurred until the steps of the Supreme Court were reached, when the prisoners were taken up, while the sailors formed up round the entrance and barred the way to their Indian friends. These were some angry murmurs at this, and the prisoners, for the first time, made some effort at resistance, carrying on a running fight with the foreign constables as they were hustled up the steps. The sailors maintained their position at the foot of the steps throughout the subsequent proceedings, and the Indian ringleaders had perforce to remain outside, and ng its way barred by a semi-circle of glistening bayonets.

The prisoners, once in the Court above, ranged themselves in a row behind the bar without further trouble. They maintained a stubborn demeanour throughout, and as will be seen from the report of the proceedings in the Police Court refused to state their grievance, or to give any assurances that they would return to duty unless the whole Indian force were paraded.

His Lordship touched the right note when he appealed to their loyalty, and he conceded their demands to the extent of addressing the prisoners and their sympathizers from

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"EMPRESS OF INDIA".....	6,000	THURSDAY, November 22	December 10
"ATHENIAN".....	3,882	WEDNESDAY, November 28	December 22
"EMPRESS OF JAPAN".....	6,000	THURSDAY, December 20	January 7
"MONTEAGLE".....	6,163	WEDNESDAY, December 26	January 19

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TIENSIN	"KWEICHOW".....	8th "
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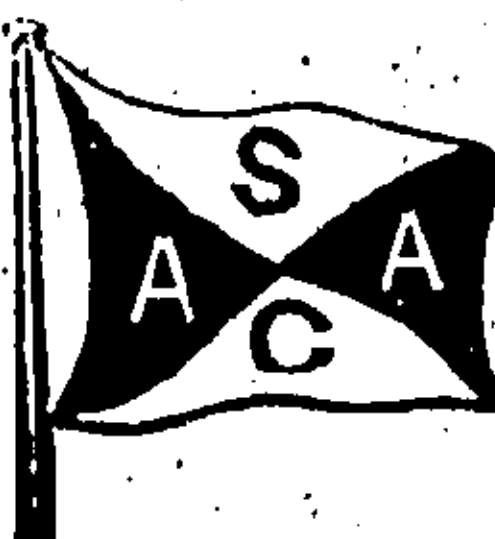
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RHENANIA.....	Capt. v. Hoff.....	1st November.
HOHENSTAUFEN.....	Jaeger.....	2nd December.
SILESIA.....	Bahle.....	2nd January.
SCANDIA.....	v. Doehren.....	1st February.

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FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

HABSBURG.....	Capt. Filler.....	2nd November.
RHENANIA.....	v. Hoff.....	14th December.
HOHENSTAUFEN.....	Jaeger.....	11th January.
SILESIA.....	Bahle.....	8th February.
SCANDIA.....	v. Doehren.....	22nd March.
HABSBURG.....	Filler.....	5th April.
RHENANIA.....	v. Hoff.....	17th May.
HOHENSTAUFEN.....	Jaeger.....	14th June.

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FOR SHANGHAI, KOBE & YOKOHAMA SITHONIA.....14th October.
FOR YOKOHAMA & KOBE.....SEGOWIA.....18th October.
FOR SHANGHAI, KOBE & YOKOHAMA.....RHENANIA.....1st November.
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FOR HAVRE AND HAMBURG.....HABSBURG.....2nd November.
FOR HAVRE AND HAMBURG.....BRISGAVIA.....16th November.
FOR HAVRE AND HAMBURG.....SITHONIA.....30th November.
Hongkong, 6th October, 1906. [654]

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FOR MOJI, KOBE AND SAN FRANCISCO.

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will be despatched for the above Ports, on or about the 10th of October, 1906.

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Hongkong, 26th September, 1906. [946]

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Hongkong, 4th October, 1906. [979]

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Hongkong, 3rd October, 1906. [975]

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Hongkong, 4th October, 1906. [848]

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Hongkong, 4th October, 1906. [954]

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Hongkong, 26th September, 1906. [949]

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Hongkong, 5th September, 1906. [172]

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Hongkong, 31st July, 1906. [1789]

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Hongkong, 24th July, 1906. [967]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China.

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail.

The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages.

Each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision; well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

LOST OPPORTUNITIES AT SHANGHAI.

The history of the British settlement at Shanghai illustrates the extent to which a policy of drift may be carried when a Government allows events to shape their way without attempting to direct their course. Although British pioneers bore the whole burden of securing a footing in the Yangtze delta, their efforts have been largely neutralised by the persistent refusal of the British Government to afford the trading community of Shanghai the protection which was obtained at Hongkong by means of territorial annexation. To this day Shanghai remains, not a political possession, but a commercial settlement, in which the degrading machinery of Chinese sovereignty is inconveniently and immorally intermixed with the administrative procedure established by the European settlers for the self-government of their community. On two recent occasions rejected opportunities occurred for retrieving the efforts due to past omission. The annexation of Wei-hai in 1898 was an undoubted reply to the high-handed seizure of Kiaochau by Germany and of Port Arthur by Russia. Had Shanghai been annexed instead of Wei-hai, a rich commercial prize would have been acquired by pacific arrangement, and all those complicated questions, which are daily becoming more and more acute, would have been settled by the establishment of British rule. Again, in 1900, had Great Britain, in the face of the Boxer troubles declared her resolve to safeguard the lives and property of her subjects at Shanghai by annexing the settlement, which is hers by right of concession, the acquiescence of the other powers could at that time have been counted on. Salus civitatis suprema lex. Now that England is bound by treaty to maintain the territorial integrity of the Chinese Empire, the opportunity for establishing British sovereignty at Shanghai has passed away.

Whatever industrial changes may take place in China, their effect will be to increase the commercial importance of Shanghai. Situated some twelve miles up the Whangpoo river, Shanghai has established its position as the seaport for the trade which goes up and down the valley of the mighty Yangtze waterway as it follows its course from Tibet to the coast through the heart of the richest provinces of China. Railways will have a large share in the further development of China, but her foreign trade depends much more on that incomparable network of internal waterways which converge on Hankow, 300 miles from the mouth of the Yangtze river, and are causing that town to take its place as the principal industrial mart of Central China. As Hankow develops, so will Shanghai, the nearest outlet to the sea.

The political situation at Shanghai is complicated and unsatisfactory. The settlement, which was once exclusively British, has now become international. Without any formal retrocession of their legal rights as concessionaires, the members of the British community have allowed first the Americans, then the Germans, and afterwards other nationalities to be absorbed in the original British settlement and have a share in its administration. France alone stands out from other nations, retaining a separate settlement under the exclusive control of French officials.

The Government of the International settlement is in the hands of a so-called municipal council consisting of ten members, who are annually elected by European householders paying a minimum monthly rent of fifty dollars. The electorate under this franchise is about 800—a small proportion of the foreign population, now amounting to nearly twelve thousand. The council, who form an International Court, under the presidency of the senior, are in their turn responsible to the Ministers of the Powers at Peking, who exercise a veto on the proceedings of the Shanghai Municipal Government through the local consular authorities. The municipal council has no judicial functions, which are exercised by a variety of courts, each of the Powers retaining jurisdiction over its own subjects. For the British community, with a population of 4,000, there is a Supreme Court presided over by a chief justice. Besides having local jurisdiction at Shanghai, this court is the Court of Appeal from the decisions of British Consuls at the various treaty ports of China. In the litigation and trial of Chinese subjects living in the international settlement there is what is known as the Mixed Court, which is presided over by a Chinese magistrate, who is assisted by three assessors—one British, one American, and the other German. This court has recently come into conflict with the municipal council, owing to its maladministration of justice.

The complicated system of government described above can hardly endure much longer. Throughout the settlement there is a call for reform, and a desire to substitute a regular form of government for the present amateur arrangements. During the past five years the foreign population has nearly doubled, while the Chinese inhabitants residing within the European boundaries have increased by 100,000. There are nearly 12,000 foreigners and 450,000 Chinese in the settlement, the adjoining Chinese city containing 1,500,000 more. The Europeans—bankers, merchants, shippers, contractors—are too busy to find time for public duties, which can best be performed by a responsible government at the head of a trained civil service. British influence is at present in the ascendant, there being seven British members on the council and only three members of other nationalities. If it were possible by common consent of the whole foreign community to bring about a pacific coup d'etat, and set up the present popular British Consul-General as governor, this would doubtless be the best way of dealing with a problem which is assuming acute dimensions.

At Shanghai the "yellow peril" is a living force of dangerous possibilities. "China for the Chinese" is the watchword of every society, and is the cry which gives expression to the universal sentiment of anti-foreign enmity. No one can go through the crowded streets of the native city of Shanghai without perceiving the intensity of that sentiment, which fills the minds of the vast Chinese population. Hatred of the foreign intruder—can be read in every face. There are some who live at Shanghai in the same fool's paradise as Englishmen and women lived in India, before the Mutiny; there are others who know they are resting on the edge of a volcano, but who remain at the post where their work and duty lie.—Daily Mail Observer.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIAN,"
Captain Courlet, will be despatched for MARSEILLES on TUESDAY, the 16th October, at 1 P.M.
This steamer connects at Colombo with the Australian line s.s. *Danden* bound for Marseilles via Bombay and Aden.
Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.

Next sailings will be as follows:
S.S. *TOURANE* 30th October.
S.S. *AUSTRALIE* 13th November.
S.S. *TOKIN* 27th November.
S.S. *ERNEST SIMONS* 11th December.
S.S. *CALÉDONIEN* 25th December.
G. DE CHAMPEAUX,
Agent.
Hongkong, 3rd October, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH
AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERICA
AND SOUTH AFRICAN PORTS.)
THE Steamship
"DELHI"

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 20th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Marmora* due in London on the 1st December, 1906.
Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 6th October, 1906.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Shawmut</i> ...	9,600	E. V. Roberts	24th Oct.
<i>Tremont</i> ...	9,600	T. P. Garlick	20th Nov.
<i>Plutades</i> ...	3,753	F. G. Purington	—
<i>Lyra</i> ...	4,417	G. V. Williams	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.
The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings,
Hongkong, 4th October, 1906.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.
Steamship About
"ERROLL" 9th October.
"SHIMOSA" 27th "
For Freight and further information, apply
to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 1st October, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CANE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Un-
der-dresses, and all kinds of Embroidery.
Materials can be supplied, if required.
The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

Per Case.

\$22.50

WHISKY, FINE MALT

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO.'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

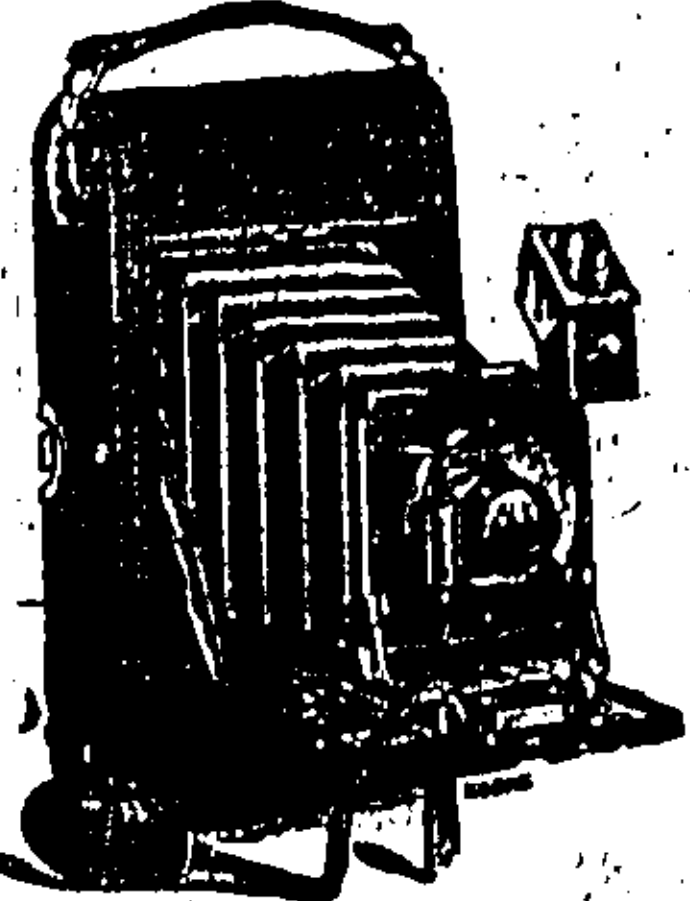
DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.



EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 15th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$250,000 \$1,125,000	\$1,712,472	\$1.15/- @ Ex. 2/11=\$16.47 for first half- year 1906	— 3/4 %	\$800 sellers London 493
National Bank of China, Limited	99,925	£7	£6	\$1,500,000	\$74,099	\$2 (London 3/6) for 1905	—	\$47
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	6 1/2 %	\$320
North China Insurance Company, Limited	10,000	£15	£5	\$100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16	6 %	Tls. 8 1/4 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$40,000 \$33,125 \$1,133,844 \$569,479 \$800,000 \$61,278 \$15,527 \$1,000,000	\$2,792,271	Interim div. of 1/30 for 1905	4 1/2 %	\$775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$20,000 \$1,020,000	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$170 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$20,000 \$1,020,000	\$344,098	\$6 for 1904	6 1/2 %	\$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,220,928	\$422,618	\$25 for 1904	7 1/2 %	\$327 1/2 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$5,000 \$24,638	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$50,000 \$300,000 \$144,386 \$120,000 \$280,918	\$5464	\$1 for 1st half-year 1906	8 %	\$25 1/2
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$1,000,000 \$20,000 \$1,020,000	\$2,452	10/- @ ex. 2/1 9/16=\$1.69	6 1/2 %	\$74
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$3,999 Tls. 40,000 Tls. 100,000	Tls. 23,156	Interim div. of Tls. 2 1/2	9 %	Tls. 55 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$1,000,000 Tls. 400,000	\$1,078,815	Interim div. of Tls. 1 1/2	6 1/2 %	Tls. 60 buyers
Do. (Preference)	200,000	£1	£1	\$1,000,000 Tls. 400,000	\$1,078,815	1/- (Coupon No. 6) for 1905	4 %	29 1/2 buyers
"Shell" Transport and Trading Company, Limited	100,000	\$10	\$10	\$5,000 \$32,917	\$218	\$1.50 for year ending 30.4.1906	5 1/2 %	\$20
"Star" Ferry Company, Limited	10,000	\$10	\$5	Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 %	Tls. 50 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$850,000 \$450,000 \$400,000	\$46,914	Final of \$15 making \$25 for 1905	15 1/2 %	\$157
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$80,000 \$40,000 \$40,000	\$124,588	\$3 for 1897	—	\$22 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	Tls. 100,000	Tls. 5,723	Tls. 2 1/2 for year ending 30.9.04	—	Tls. 84 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	none	—	—	—	—
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$80,000 \$26,011	\$13,355	1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10
Central Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	none	G \$909,050	Final of 50 cents making G \$1 for 1905	7 %	G. \$14 nominal
Faeb Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. \$8,745	No. 12 of 1/- = 48 cents	—	\$8 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$550,000 \$65,100 \$20,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$94 1/2 sales
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$49,500	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$152
New Amoy Dock Company, Limited	10,000	\$50	\$50	\$38,000	\$2,221	\$1 for 1905	5 1/2 %	\$17 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 3,997	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 105 buyers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 47,210 Tls. 57,065	Tls. 57,065	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 240 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year	—	Tls. 102
Astor House Hotel Company, Limited (Shanghai)	20,000	\$25	\$25	\$29,516	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$28 sales
Central Stores, Limited (new issue)	6,000	\$15	\$15	none	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyer
Do. (Founders)	24,000	\$15	\$15	none	—	7 % on \$7 1/2 for 1905	—	\$15 1/2 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,975 \$19,075	\$110,057	\$5 for first half-year for 1906	8 1/2 %	\$115
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$250,000	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$109 sellers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of 6 % = 10 % for 1905	10 1/2 %	Tls. 15 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	\$208,380	\$5,070	80 cents for 1905	7 %	\$11 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$574	\$2 1/2 for 1905	6 1/2 %	\$59
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	Tls. 869,493 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 95 sales a.m.v.
West Point Building Company, Limited	12,500	\$50	\$50	none	\$772	Interim div. of \$2 account 1906	8 %	\$50
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,039	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 75 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	175,000	\$10	\$10	\$110,000	\$21,660	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$13 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898	—	Tls. 67 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 83 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,450	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 327 1/2 sales
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	2,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	\$90 sales
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	\$814	\$856	1/3 per share for 1905	8 1/2 %	\$52
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$9,000	\$1,097	\$5 for 1905	9 1/2 %	\$50
China-Borneo Company, Limited	60,000	\$12	\$12	none	—	\$1 for 1904	—	Tls. 70 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	14 1/2 %	\$10
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,210	60 cents for year ended 28.2.06	6 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1905	8 1/2 %	\$9.50
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$50,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17
Green Island Cement Company, Limited	200,000	\$10	\$10	\$410,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	10 %	\$20 sellers
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$20,893	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$23 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	\$1.00 for 10 months ending 28.2.06	8 %	\$14 1/2 buyers
Hongkong High-Level Tramways Company, Ltd.	1,350	\$100	\$100	\$50,000	\$2,796	1st div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$21 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$80,000	\$3,776	1st div. of \$4 for 1-year ended 30.6.06	8 %	\$26
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$61,000	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$28
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$88	Final of 50 cents making \$1 for the year	12 1/2 %	\$7 1/2 buyers
Maatschappij tot Mijl-, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,100 Tls. 27,003	Tls. 19,374	Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 240 sellers
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,324	None	—	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 125 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 25,000	Tls. 9,751	Tls. 6 for 1904	12 1/2 %	Tls. 49 sellers